

GRAIN DEALERS JOURNAL

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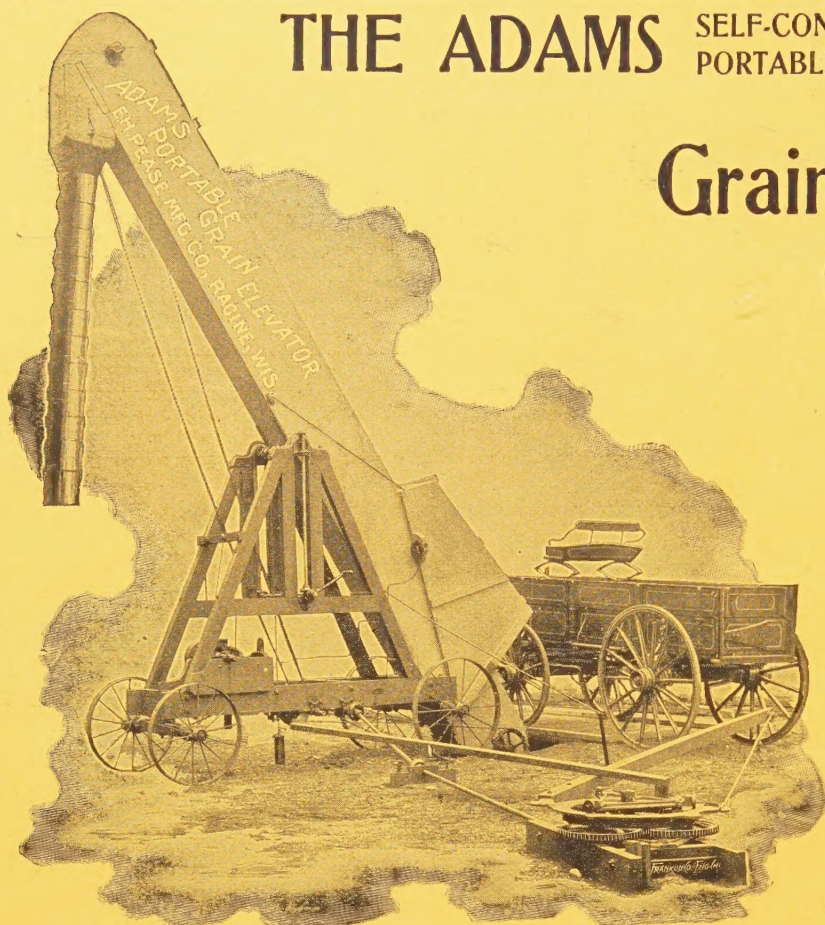
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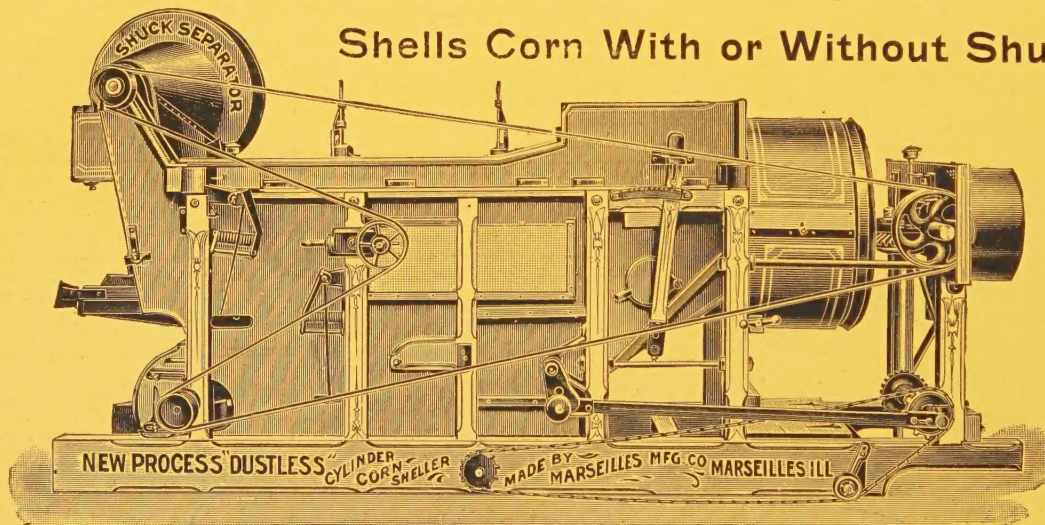
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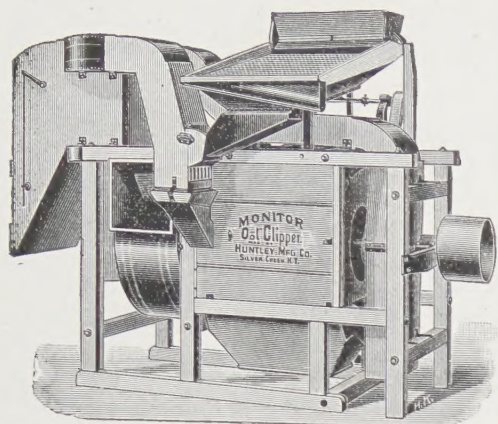
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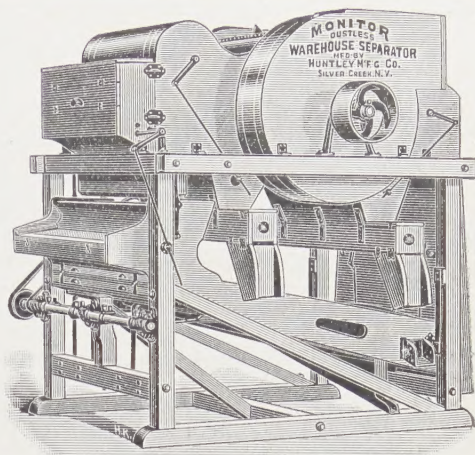
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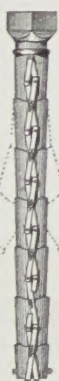
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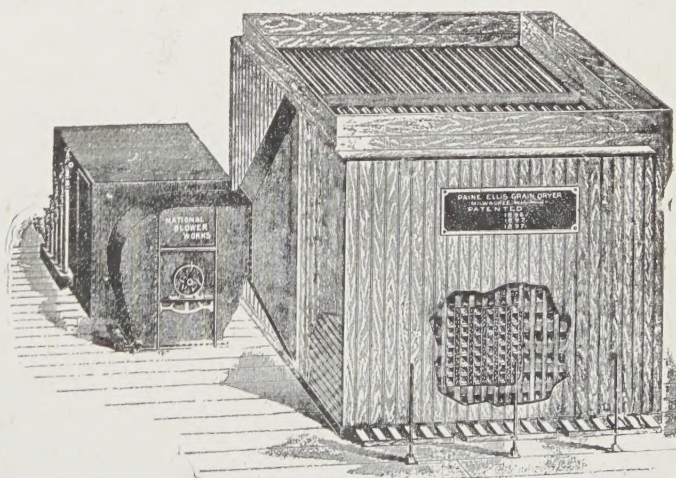
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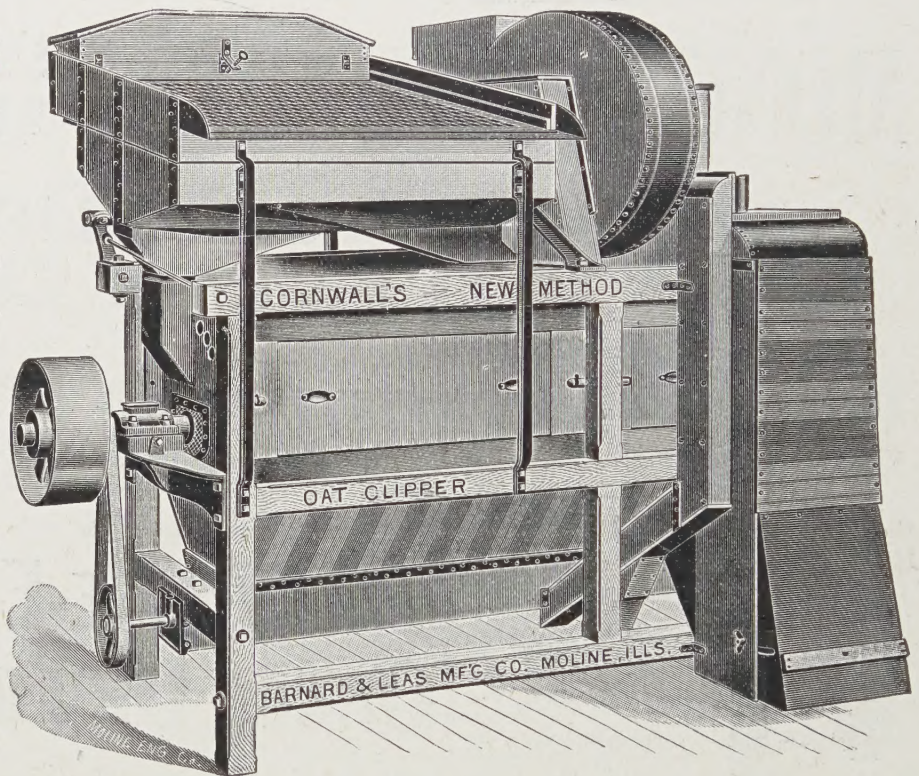
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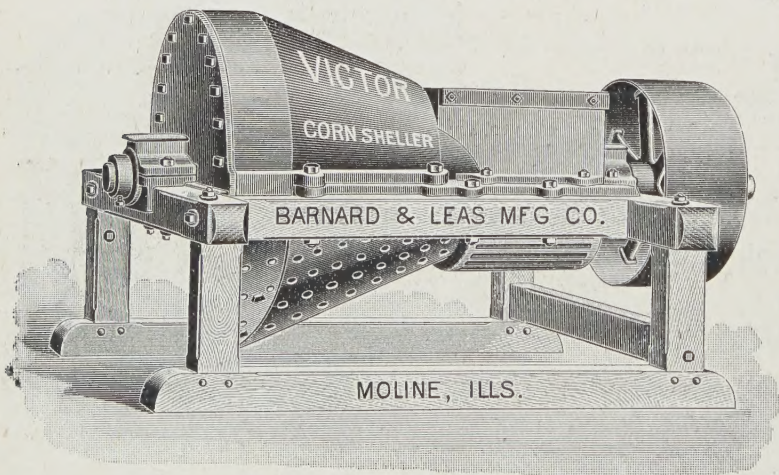


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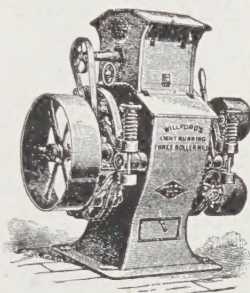
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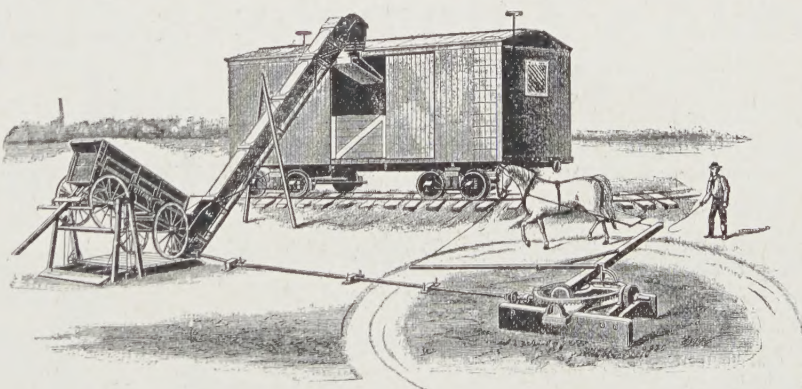


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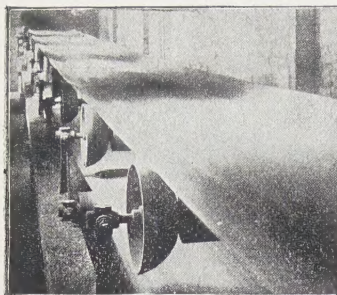
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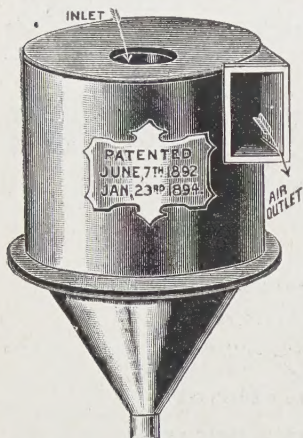
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BELTING, BUCKETS,
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DEALERS IN

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Any sized platform: single,
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SPECIAL PRICES where we
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Smith's Automatic Warehouse and Elevator Machinery

Also a
Full Line of

Elevator Supplies, Belting, Pulleys, Buckets,
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Everything for a Warehouse or Elevator.

Corn Shellers, Separators, Cleaners,
Ear Corn Feeders, Dumps, Conveyors,
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Heads, with Tighteners,
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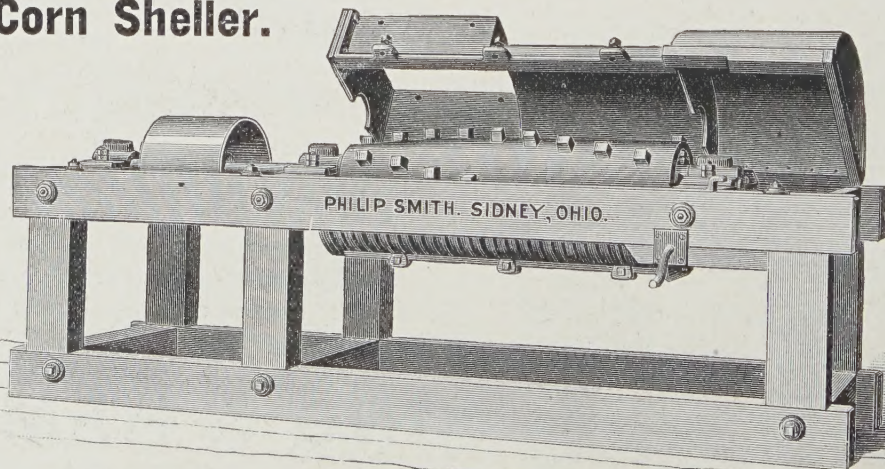
The Miami Valley Corn Sheller.

The simplest in construction of all
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On my latest improved Sheller I guar-
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GRAIN ELEVATORS

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Designers and Builders of

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Every Rail Road and
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No knife to get dull.

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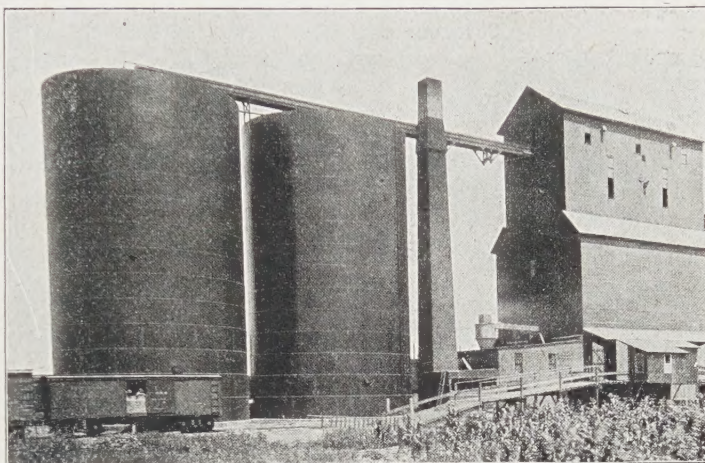
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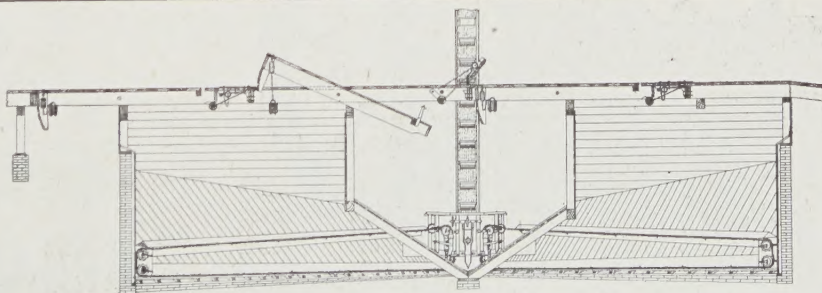
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THE BARNETT &
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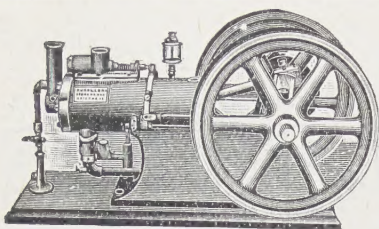
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Grain Elevators



A Constant Grain Feeder Conveying Grain from three Safety Wagon Dumps to one Stand of Elevators.

Made by B. S. CONSTANT CO., Bloomington, Ill. Designers of
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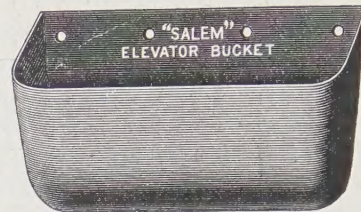
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FULL EQUIPMENTS FOR ELEVATORS OF ALL SIZES.



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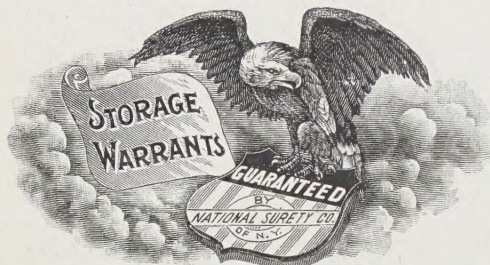
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241 and 243 So. Jefferson St., CHICAGO, ILL.

MERCHANTS & MANUFACTURERS WAREHOUSING COMPANY.....

Successor to GUARANTY STORAGE WARRANT CO.



STORAGE WARRANTS Issued on Grain, Flour and Mill Products in Elevator of Owner.

THESE Storage Warrants (sometimes called "Warehouse Receipts") are used to secure loans at banks and with grain receivers who advance money, and as they represent the property, are acceptable at money centers at lowest rates of interest. They are also used to facilitate the sale and delivery of the property, and are especially adapted to the grain trade where grain is carried at local railway stations and mill elevators. Pamphlet on application.

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The Warrants issued by this Company are entitled to be regarded as the safest collateral of this class offered either to the buyer and seller of grain, or to bankers and trust companies (wherever located), who accept and hold them as security. All obligations entered into by the Merchants & Manufacturers Warehousing Company are fully guaranteed by the National Surety Company (of New York.) The superior value of these Warrants will be appreciated when it is known that no other Warehouse Company furnishes any guarantee of the integrity of its receipts beyond its own limited responsibility.

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Send for Special Catalogue "G" showing plans for placing Engines in Elevators, Flour and Feed Mills, etc.

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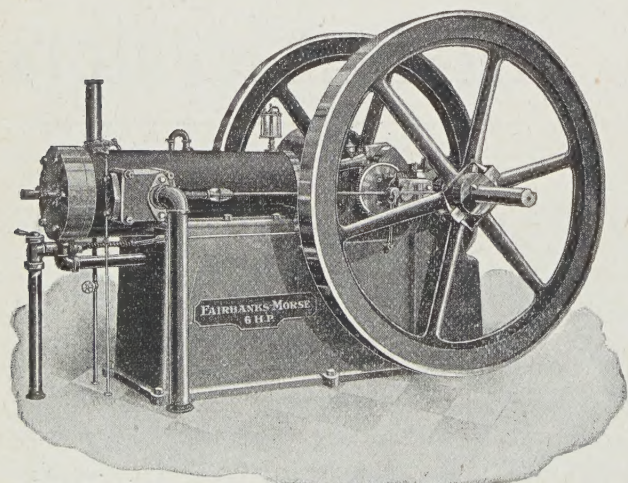
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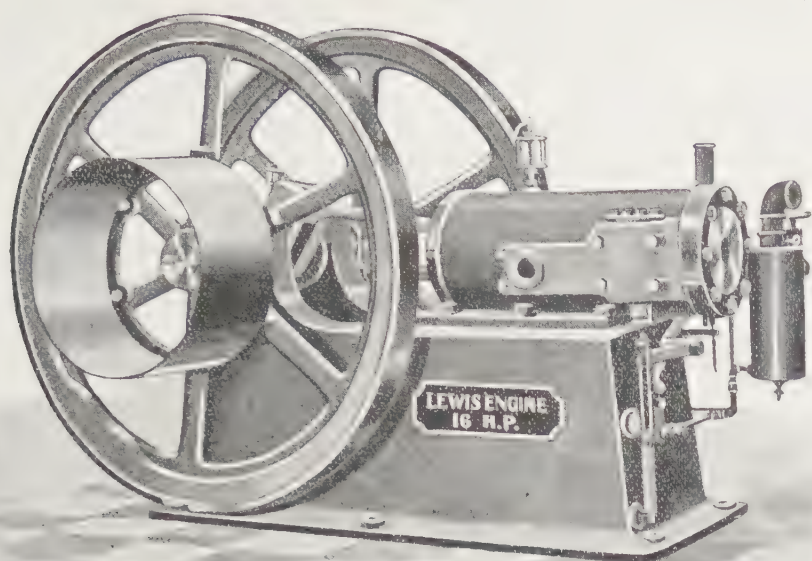
**Standard,
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Thousands of the Scales and hundreds of the Engines are used by the GRAIN TRADE.

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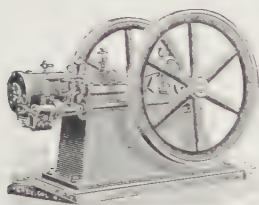
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Most Popular and Reliable for

GRAIN ELEVATORS,
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AIR ADJUSTMENT TO REGULATE MIXTURE.

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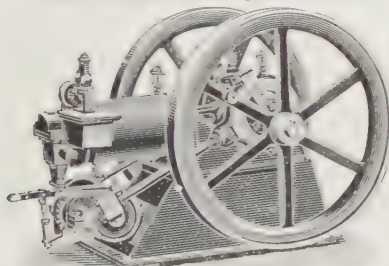


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Simplest in the market.
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The Lamos Gas and Gasoline Engines
Furnish Reliable and Inexpensive Power.

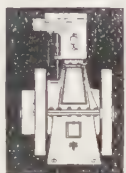


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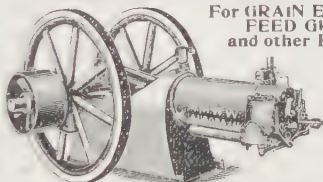
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GASOLINE ENGINES

For GRAIN ELEVATORS,
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Every
Engine
Fully
Guaranteed

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CHICAGO ILL. DALLAS TEX. AURORA ILL.

**THE DAYTON
GAS AND GASOLINE
ENGINE** leads all others in

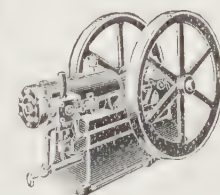
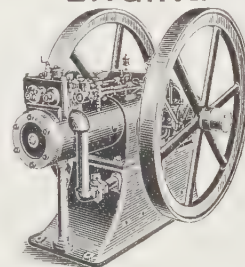
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ECONOMY and
DURABILITY.**

Admirably adapted
for use in grain
elevators and....
mills. Sizes from
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Write for descrip-
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**THE DAYTON
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87 S. Ludlow St., DAYTON, OHIO.



**THE "GUS"
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ENGINE.**

A Model of Perfection

Write for
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64-70 North Jefferson St.
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**FREIGHT AGENTS' OFFICIAL GRAIN DEALERS'
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Complete list of Grain Shippers. The book
is well bound in cloth. Former price \$5.00.
Our price \$2.00, while they last. Address

GRAIN DEALERS COMPANY, 10 Pacific Avenue, CHICAGO.

HOWE SCALES ARE GOOD SCALES

They are Especially Adapted for use in Grain Elevators and Mills.

The Howe is Made for All Purposes and Adapted for All Places.

Special Designs for Special Use, such as

HOPPER SCALES, DUMP SCALES,
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We Carry a Complete Stock. Write for Prices.

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Conveying Machinery.

GRAIN DEALERS' EXCHANGE.

ELEVATORS FOR SALE.

ELEVATOR for sale, in western Iowa on C. & N.-W. Ry. J. A. Yates, Logan, Ia.

SMALL ELEVATOR and grain business in the city of Toledo, O., for sale. Address 1909 Shaw Ave., Toledo, O.

ELEVATOR for sale. Inquire of E. R. Ulrich & Sons, Springfield, Ill. Situated near Bloomington, Ill., on the Ill. Central R. R.

SNAP IN GRAIN ELEVATOR, for sale, in western Iowa, where crops never fail. For information address L. C. Butler, Arion, Ia.

ELEVATOR for sale, 24x30, with annex 24x36, capacity 20,000 bu. Nicely located; gasoline power; on Illinois Central R. R.; in good shape. Address Lock Box 691, Storm Lake, Iowa.

ELEVATOR in S.-W. Iowa, steam; no competition, 250 cars grain, 100 cars hogs yearly. Worth investigation. Address Bargain, Box 3, care Grain Dealers Journal, 10 Pacific Av., Chicago, Ill.

GRAIN ELEVATORS for sale, situated at Bonilla, Beadle Co., Tulare and Spottswood, Spink Co., So. Dak. All in good grain and live stock country. Berger-Crittenden Co., Milwaukee, Wis.

ELEVATOR for sale; in good grain country on F., F. W. & W. Ry., at Tipton, O.; capacity 6,000 bu. Also flour mill machinery at Haviland, O., for sale or trade. J. F. Haviland, Haviland, O.

A GOOD grain, implement and coal business, including elevator and residence, for sale. A No. 1 business, and will be sold right for cash. Address for particulars, 434 First Av., Ottawa, Ill.

UP-TO-DATE Indiana flouring mill and elevator for sale or will trade for farm. Running every day. First class wheat, corn and oats territory. No competition. Tippecanoe Box 1, care Grain Dealers Journal, 10 Pacific Ave., Chicago, Ill.

ELEVATOR for sale; 15,000 bu.; good as new; all machinery necessary for all kinds of work in a corn elevator. One of the best corn districts in Kan.; 80 miles from Kansas City. Prospects for a large corn crop very flattering. T. W. Simpson, Agricola, Kan.

ELEVATOR for sale in the rich Solomon valley; only one competitor; capacity 15,000 to 20,000 bushels; dump, cap. 1,200 bu.; price \$3,000, half cash, balance to suit purchaser. Building and machinery in first-class order. Sheeran & Sons, Bennington, Kan.

ELEVATOR 8,000 bushels, with wagon and hopper scales, 16 h. p. gasoline engine, wheat cleaner, sheller and dumps. Also grind feed. Good territory, local monopoly in grain, coal and farm machinery. Will have to sell soon. S. G. Chamberlain, East Liberty, Ohio.

MODERN ELEVATOR, well located near a leading market center, suitably arranged to handle and store grain in transit. Capacity about 100,000 bushels. Excellent local feed trade in connection. Cheap if taken at once. Good reasons for selling. Address G. E., Box 4, care Grain Dealers Journal, 10 Pacific Ave., Chicago.

ELEVATORS FOR SALE.

HORSE POWER ELEVATOR, 4,000 bu., cribs 12,000 bu.; good office; 22-ft. scales; 5-room new house, with stable, 4 lots. Town 300 inhabitants in N. E. Kansas, 15 mi. from Missouri river. Possession any time; no competition; 1898 business 176,000 bu. Good reason for selling. H. D., Box 4, care Grain Dealers Journal, 10 Pacific Ave., Chicago.

ELEVATOR and coal business for sale cheap. A small elevator, 8,000 bushel capacity, with gasoline power, located in western Iowa. Crops never fail in this country. This is a good opening to engage in the grain business. A small residence goes with the elevator. Good reasons given for selling. Everything about this property is new and modern. D. G., Box 3, care Grain Dealers Journal, 10 Pacific Av., Chicago, Ill.

ELEVATORS WANTED.

ELEVATOR wanted in Illinois. C. O. Matheny & Co., Springfield, Ill.

ELEVATOR wanted; state price, cap. and amt. of business. Lock Box 13, Fowler, Ind.

ELEVATOR wanted. Cheap house, at good grain point where there is not more than two dealers. E. Reichert, Cumberland, Ia.

ELEVATOR: Wanted to lease elevator in good grain district of Iowa or Illinois. May buy. Give full particulars. Address W. A. Holdren, Thornton, Iowa.

ELEVATOR wanted in a good grain section with large territory, Ill. or Ind. preferred, in exchange for a good 240-acre grain farm located in corn belt of Ill. Address K., Box 3, care Grain Dealers Journal, Chicago, Ill.

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SEPARATOR for sale cheap. Barnard & Leas No. 4 double; practically good as new. Chris Nyman, Mitchell, Ia.

SEPARATOR for sale, S. Howes No. 6 Eureka, 800 to 1,000 cap., good order, cheap. H. W. Wilson, Marlette, Mich.

FOR SALE.—Device to shift cars. More powerful than team of horses or 10 men. Sent on trial. Price \$5. Add. K. H. Stafford & Bros., 26 Van Buren, Chicago.

FAIRBANKS 6-ton wagon and stock scales for sale. Little used. Will take \$75 as they stand here. Iowa Box 1, care Grain Dealers Journal, 10 Pacific Ave., Chicago, Ill.

FAIRBANKS' 10-ton wagon scale, with track scale style beam, in first-class condition for sale. Repaired and Guaranteed. Standard Scale & Fixt. Co., St. Louis, Mo.

CORN SHELLER and cleaner for sale \$25 f. o. b. cars here; No. 1 Barnard & Leas combined Victor; five dollars repairs will be good as new. J. M. Bradford, Frankfort, Ind.

FEED ROLLS, SCALES.—3 three-high feed rolls; 3 600-bu. and 3 60-bu. Fairbanks hopper scales at a bargain; receiving and milling separator at your own price. S. G. Neidhart, 110 Fifth Av. S., Minneapolis, Minn.

MACHINES WANTED.

A SECOND HAND scale, cleaner, clipper or other machinery can be obtained at a low price by advertising your want here.

CORNWALL CORN CLEANER wanted, No. 2 or 3. Must be good, cheap. W. W. C., Box 2, Grain Dealers Journal, Chicago.

SCALES wanted; anyone willing to sell two 500-bu., or larger, Fairbanks hopper scales at a low price can find a cash buyer by addressing. Standard Scale & Fixt. Co., St. Louis, Mo.

MACHINES WANTED.—If you want good second-hand machines or machinery, make your want known in this department. Others have done so and secured good machines at a low price. You can do as well.

ENGINES WANTED.

GASOLINE ENGINES wanted, or will exchange. All makes and sizes. McDonald, 72 W. Washington st., Chicago.

GAS ENGINE wanted, 5 to 12 h.p.; may be worn out, as only certain parts are desired. Seymour Ayres, 1006 Johnson street, Bay City, Mich.

ENGINES FOR SALE.

ENGINE (12x8 cylinder) and boilers; will be sold right. Address Pope & Eckhart Co., Western Union Bldg., Chicago.

GASOLINE ENGINES Bought, sold, exchanged; guaranteed in perfect repair. Gas Engine Repair Co., 43 S. Canal, Chicago.

BUCKEYE ENGINE for sale; 75-h. p. in first-class condition. Too large for my use. Will sell cheap. Address A. Colvert, Attica, Ind.

THE HOLLIDAY GASOLINE ENGINE. Simple and durable. Warranted. Write for prices. Thomas Holliday, 214 S. Clinton st., Chicago.

GASOLINE and steam engines, second hand, all sizes; No. 2 Barnard sheller & cleaner; No. 2 Victor sheller. A. P. Ely & Co., 1110 Douglas St., Omaha, Neb.

SECOND HAND GAS AND GASOLINE ENGINES; dynamos and motors; all sizes; guaranteed for 1 year. Price Machinery Co., 54-60 S. Canal St., Chicago.

GASOLINE engines for sale: 4-h. p. Webster, 10-h. p. Backus, 10-h. p. Otto, 15-h. p. Norman, secondhand. New Backus engines. Chicago Water Motor & Fan Co., 171 Lake St., Chicago.

FOR SALE: 7 and 10 h. p. Otto gas engine; 10 h. p. Norman and 12 h. p. Springfield gasoline engines, in perfect order and guaranteed by a firm that can give bank reference. We have the exclusive sale of new Backus gas and gasoline engines west of Ohio. These are the highest priced, best built and most economical gasoline engines in the market. Chicago Water Motor & Fan Co., 171 & 173 Lake Street, Chicago, Ill.

WANTED.

STENOGRAPHER wanted. Young man of good education. Must be competent. Address Sten, Box 4, Grain Dealers Journal.

CIPHER CODES WANTED.—Second hand Robinson's. State condition and price. Address 2d Hand, Box 4, Grain Dealers Journal, Chicago.

AGENTS to sell our famous Black Zanzibar Anti-Rust Roof Paint, guaranteed to wear five years. Territory protected. Address Commonwealth Oil Co., Cleveland, O.

POSITION WANTED as superintendent of terminal elevator. Now and for over five years foreman. Foreman, Box 5, care Grain Dealers Journal, 10 Pacific Av., Chicago.

FLOOR MAN for transfer elevator wanted. Must be experienced and understand machinery. Reference required. L. A. B., Box 4, Grain Dealers Journal, Chicago, Ill.

POSITION wanted with a good grain firm as superintendent or foreman of an elevator. Can give good references. Have had 11 years' experience in elevators. Address 124 W. North St., Springfield, Ohio.

POSITION wanted as Supt., assistant Supt., or foreman by thorough practical elevator man at present employed. Excellent references. Alpha, Box 4, care Grain Dealers Journal, 10 Pacific Ave., Chicago, Ill.

TRAVELING man who is acquainted with the trade, and who is able to bring business from northern Illinois and Wisconsin, can obtain a permanent position with a reliable Chicago commission house. Address L. W., Box 4, care Grain Dealers Journal, 10 Pacific avenue, Chicago, Ill.

HAVE TRIED IT.

Grain dealers who have used the "Wanted" and "For Sale" columns of the Grain Dealers' Journal have had satisfactory returns, as is shown by the following extracts from their letters:

H. J. Lane, Blue Rapids, Kan.: Yes, continue ad. in next issue. I have received a number of inquiries regarding elevator.

L. C. Butler, Arion, Ia.: I will let my ad. stay in one more issue. I have received over a dozen letters enquiring about my elevator, and think I will make sale. If I do not, it will not be any fault of the JOURNAL.

George Thomas, Kirkman, Ia.: Discontinue my advertisement. I have sold out. It pays to advertise in the JOURNAL. Send bill.

H. A. Clevenger, Bondville, Ill.: I have sold the elevator at York, Neb., so you may take the ad. out of the JOURNAL. I received letters from every direction.

Little & Co., Oldtown, O.: Please discontinue for the present our "For Sale" ad., as we already have more replies than we can look after.

Ed. McCue, Pittsburgh, O.: We sold our elevator at Foster, Ind., through our ad. in the JOURNAL.

A. H. Drake, West York, Ill.: I have had quite a number of replies to my ad. of elevator for sale in the JOURNAL.

E. P. Bacon & Co., Milwaukee, Wis.: We consider your paper a good advertising medium. (Elevator for sale.)

La Rose Grain Co., La Rose, Ill.: We have sold our scale through our advertisement in the JOURNAL. Please discontinue it.

E. R. Ulrich & Sons, Springfield, Ill.: Please discontinue our advertisement (elevator wanted) in the GRAIN DEALERS JOURNAL, as we have as many applications as we care for at present.

WANTED.

POSITION WANTED.—If you want help in your office, elevator or any other department of your business, advertise your want where those connected with the grain trade will see it. That is right here.

PARTNER wanted, in elevator and corn mill, with good, established flour and feed trade. Want active man with \$8,000 to meet increasing trade. To right party a rare opportunity is offered. Box 505, Station G., Washington, D. C.

PARTNER wanted with \$2,000 to \$3,000, in good paying grain business, in Southeast. Good opportunity for some man with some experience in grain. Address Southeast, Box 1, care Grain Dealers Journal, 10 Pacific Ave., Chicago.

HELP WANTED.—If you want a position as superintendent or foreman of an elevator, grain buyer, traveling solicitor, bookkeeper, machine tender or any other position about a grain elevator or grain firm's office, make your want known to those engaged in the business by advertising here.

MISCELLANEOUS.

MACHINES not in use can be sold by advertising. Get your money out of them; get the machines out of your way; sell them and reduce your fire risk.

FOR RENT.

IF YOU do not find what you want advertise for it here.

ELEVATOR for rent. Cribs and storage rooms for sale. Box 563, Indianola, Ia.

TO LET.—Space in this department, to elevator owners who wish to let an elevator or grain warehouse.

FOR SALE-MISCELLANEOUS.

GRAIN SAMPLE PANS, second-hand, made of Russia iron, newly Japanned, good as new, 50 cents each. G. S. P., Box 2, care Grain Dealers Journal, 10 Pacific av., Chicago, Ill.

BALE TIES, large quantity Washburn-Moen grip ties, slightly touched with rust. Will sell, freight allowed, at extremely low figures. G. S. Blakeslee, Agt., 2917 LaSalle St., Chicago.

MILL for sale. One of the finest and best located roller flour mills in Illinois. Brick and stone, 4 stories. Run daily past year; will clear \$3,000 a year and is open to investigation. Best reason for selling. For further particulars address O. M., Box 3, care Grain Dealers Journal, 10 Pacific Av., Chicago, Ill.

BARLEY GERMINATOR for sale. Do not guess at the quality of your barley, or depend upon the buyer at the central market. Get a germinator, grow a sample and determine with exactness its true value. It will prove a profitable investment even if you ship but one car a year. Price, \$5 to points in the United States. Address Germinator, care Grain Dealers Journal, Chicago, Ill.

GRAIN INSURANCE.

Special attention to **Open Floater Policies** in the best Stock Companies.

Insurance follows grain up and down as the quantity stored in each house changes. Will **always** have insurance where you have grain.

Simple, Sure, Economical. Investigate and you will find it absolute protection and cheap. Business handled anywhere. Write us.

H. H. LANTZ & CO., - - DES MOINES, IOWA.
25 years' experience. Best of references.

BUCKWHEAT

....GRAIN WANTED

H. H. EMMINGA, GOLDEN, ILL.

PATENTS GRANTED

Louis J. Hirt, of Brookline, Mass., has been granted letters patent No. 629,904 on a gas engine.

Garland S. Warren, of High Point, Ia., has been granted letters patent No. 630,956 on a wagon grain board.

Clarence M. Kemp, of Baltimore, Md., has been granted letters patent No. 630,059 on a rotary cylinder driver.

Harry J. Perkins, of Grand Rapids, Mich., has been granted letters patent No. 630,738 on a gas or vapor engine.

George Hirt and George Horn, of Nuremberg, Germany, have been granted letters patent No. 630,083 on a gas engine.

Francis H. Richards, of Hartford, Conn., has been granted letters patent No. 631,053 on an automatic weighing machine.

Richard Nuttall, Sr., and Richard Nuttall, Jr., of Allegheny, Pa., have been granted letters patent No. 631,224 on a gas engine.

Charles A. Anderson and Erick A. Erickson, of Chicago, Ill., have been granted letters patent No. 630,838 on a gas or oil engine.

Alfred Johnson, of Minneapolis, Minn., has been granted letters patent No. 630,892 on a wheat drier. This apparatus

for drying grain consists of a series of perforated cylinders notably mounted and adapted to receive, support and carry a stratum of grain, which passes over them. A means for rotating the cylinders and forcing air or steam into them through the air chambers, which are in communication with the cylinders, is provided.

Fulton R. Morris, of Milwaukee, Wis., has been granted letters patent No. 630,392 on a drying kiln and assigned one-half to Armour & Co., of Chicago. This kiln for drying grain is the combination of a bin of considerable height having opposite vertical walls with an air supplying chamber at one side and an air exhaust chamber at the other side. A number of series of screen covered conduits extend from the air supplying chamber through the bin to the opposite wall. A number of these conduits also extend from the air exhaust chamber through the bin to the opposite wall. The air exhaust conduits are arranged alternately above the series of air supplying conduits. There are doors at the discharging ends of the air exhaust conduits whereby the escape of the air into the exhaust chamber that had been taken into the bin through the air supplying conduits may be limited or prevented and held to escape directly upward through the grain in the bin. A means for supplying the chambers with hot air is provided.

Clarks Car Register

Indispensible to grain receivers and large shippers. Affords ready reference to the entry or record of any car number.

All numbers are separated into 100 divisions, indexed by first and second right-hand figures, so one can quickly find the record of any car entered. In looking for 9846, turn to the marginal index for the unit, 6, on that page find column 4, and follow blue line in column to figure 8, which will be the number wanted.

The book comprises double pages of heavy paper ruled in columns for initials, car number and record. Well bound, 11 x 14½ inches.

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Nickel Plate Elevator,

Operated by HARRY G. CHASE, 10 Pacific Ave.
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a sign on your door, you are an advertiser. The sign is intended to advertise your business to passers-by. An advertisement in a reliable trade paper is only so many thousand signs spread over a great many square miles. You can't carry everybody to your sign, but the

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HOMESEEKERS' EXCURSIONS.

On August 1 and 15, September 5 and 19, and October 3 and 17, 1899, the Chicago, Milwaukee & St. Paul Railway will sell round-trip excursion tickets (good for twenty-one days) to a great many points in South and North Dakota and other western and southwestern states, at practically one fare for the round trip. Take a trip west and see what an amount of good land can be purchased for very little money. Further information as to rates, routes, prices of farm lands, etc., may be obtained on application to Geo. H. Heafford, general passenger agent, Old Colony building, Chicago.

WANT ADS....

in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade.

If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.

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Dealers engaged in handling hay as well as grain will profit by subscribing for a journal devoted exclusively to the hay trade and for the Grain Dealers Journal. THE HAY TRADE JOURNAL is published weekly by Willis Bullock at Canajoharie, N. Y., for \$2 per year. The Grain Dealers Journal is published semi-monthly by the Grain Dealers Company at Chicago, for \$1 per year. Regular dealers can get both Journals one year by sending \$2 to either Journal and mentioning this offer.

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GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month

BY THE

GRAIN DEALERS COMPANY.

10 PACIFIC AVE., CHICAGO, ILL.

CHARLES S. CLARK Editor.
J. CARVER STRONG, Advertising Representative.
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Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., AUGUST 25, 1899.

Join an association first, then ask it for help.

Shippers who accept old cars for their grain, pay dearly for the privilege.

Don't make overdrafts. It is irritating. You want the good will of the consignee.

Children will not be suffocated in your grain bins if you keep them out of the elevator.

Sprouted wheat will not grade 2 in any market, hence no shipper can afford to pay 2 prices.

The losses on one plugged car of grain, which is detected often offsets the gains on 10 others which are accepted.

Every dealer who adopts as his motto, "Peace, Harmony and Fair Profits," and strives to live up to it is on the road to success.

It's better to keep the power plant in a separate building, at least 20 feet away. It reduces the fire hazard as well as the cost of insurance.

Storing is a good thing if you are paid for it. Storing free, like any other free service given to all is not appreciated and makes more enemies than friends.

And now Detroit has a Supervisor of Weights. The campaign for correct weights is gaining strength. Hurrah! for Detroit, may its receipts never grow less.

Shippers who cover car floors or sides with boards on the outside, seem to overlook the fact that the weight of the grain and jolting of the car is likely to loosen boards and permit grain to leak out.

Two Eastern lines have ordered 1,000 steel cars of 100,000 pounds capacity. If the carriers continue to enlarge their cars they will soon have them so large as to place a handicap on the small trade of interior points, in fact some of

them are so large as to carry much more than many of the interior buyers care to or can afford to purchase at one time.

Coarse wire screens placed over windows will keep out sparrows, pigeons and sparks as well as protect the window panes from missiles hurled by boys. They will invariably prove a good investment.

Those who expect to buy elevator supplies this year might get them if they were to order now, but if they delay ordering very long they will be exceedingly fortunate if they receive them before Christmas.

The state officials are after adulterated linseed oil in Iowa. When we have a federal law requiring every manufacturer to mark his goods just what they are and what the package weighs then will fraud be reduced a little.

Three persons have been suffocated in grain this month, yet no one has suggested that a rope be attached about the waist of each man entering a bin whether it be full or empty. A life line of this character would save many lives.

A second bid for a farmer's grain makes the seller dissatisfied, even though he gets several cents more for his grain than is warranted by the prices ruling in central markets. It is much better to have a fair price and stick to it.

Ohio dealers propose to make another effort to enlarge the State Association and place it on a business basis. If any dealers ever needed the assistance of such an organization, surely the Ohio dealers do now. It will profit them to get together.

Are crop reports beneficial? is a question some of the farmers' papers have been discussing of late. Some of the farmers seem to doubt that they, as well as the dealers, profit by publicity of crop conditions and yields. The only trouble with the crop reports has been that they were not near enough to the truth.

The railroads have been very busy and naturally much grain has been delayed in transit an unreasonable time, yet the reciprocal demurrage charge is still a thing of the dim and distant future. If shippers do not get reports on their cars within a reasonable time, it is to their interest to call up the local agent and induce him to trace the shipment and report on it.

The jugglers of figures have already commenced to tell how many times a train of cars loaded with Kansas corn of the 1899 crop would reach around the earth and how old a young man would be before he could husk all of it. One

chronic trouble with these estimates is that invariably they grow larger as the estimate approaches completion, and the last is always the greatest.

'Will the Standard Oil Co. advance the price of gasoline or improve the quality of that supplied to the trade, now that some of the state oil inspectors are disposed to find fault with its goods?

The buyer who stays in his own office, is not often drawn into a bidding contest. There is no profit in the business when you pay all or more than you can get for it. Do not forget that you are in business for profit, not for grain.

Much grain is being wet in the shock which emphasizes the necessity for elevator men providing good driers to care for the damaged grain. Last year much choice wheat did not bring the freight in Kansas City simply because it was wet and no facilities were at hand to take care of it. Damp wheat at 10 cents a bushel no doubt makes good chicken feed, but the returns make shippers feel very poor. Any machine which will pay for itself in a short time, must be admitted to be a good investment. A drier will do this.

A live stock protective association held a meeting at Eureka, Kan., and protested earnestly against the abolition of the feeding in transit rates, but it will not do any good. The railroads are interested in increasing the grain traffic, not in reducing it. Hereafter the carriers may "equalize" rates so that feeders can afford to ship grain to their cattle and afterwards ship the cattle to market. Feeding in transit reduced the business of the grain carriers of late years as well as of the regular grain dealers at many western points and it was but natural that the carriers should abolish the rate.

The Chicago Board of Trade can prevent the market being brought into disrepute, by adopting a rule requiring buyers to settle for grain on basis of first inspection or else to apply for reinspection within 24 hours after first inspection. Settlement on the basis of a reinspection ten to twenty days after first inspection is not fair to shipper if the condition of the grain has changed during that time. The shipper being in no way responsible for the delay in unloading should not be made to stand the deterioration. If shipper plugs load he is always responsible for that and should be made to bear discount when discovered, as he expects to do. It is remarkable how many first class firms have permitted their employes to settle with shippers on the basis of the last inspection, although the place, time, temperature and humidity were all favorable to a change in the condition

and grade of the grade between days of first and last inspections.

The marketing of the new crop is bringing despair to some of the barn builders and also to the owners of the elevators they have stuck together. It is not every jack-of-all-trades who can build a grain elevator which will withstand the strains a grain storehouse is subjected to, and yet all of them think they understand the subject perfectly until a couple of their elevators fall or burst. Some of them have even more erroneous ideas regarding the machinery necessary to do the work, and its proper arrangement than they have regarding the construction of the elevator building. Some of their mechanical nightmares are laughable to all but the man who pays the bills.

A manufacturer who is impressed with the fairness of recent advances in the prices of elevator buckets, emphasizes the cause stated on page 82 of the Grain Dealers Journal for August 10, as follows. "We have noted the discontent alluded to on the part of the Minneapolis elevator machinery dealers on account of the high price of elevator buckets. In mentioning the fact that the rise in price was due to the increasing cost of raw material you were certainly correct. When raw material forms 80 per cent of the total cost of an article and the price is advanced from 100 to 150 per cent, it can be easily seen that an increase in the price of the finished article ranging from 30 to 100 per cent is not unreasonable, especially when the fact is taken into consideration that the demand is far greater than ever before and manufacturers had heretofore been selling goods practically at cost."

The practice of reporting on the condition of grain laden cars upon arrival at Chicago, Kansas City and Toledo, has extended to some other points and gives promise of resulting in so much good that eventually it must be adopted at all central markets. It is bringing to light some of the causes of shortages, which the Grain Dealers National Association expected to find through the agency of the contemplated checkweight bureaus. It is serving to place the responsibility for many of the shortages, and as is shown in this number by the statements taken from 597 reports the terminal elevator men are not the only ones to blame for shortages. The men intrusted with cooping the cars have a large responsibility, which, according to the reports, many of them are shirking. They are very careless about fastening the grain doors, and use poor doors and cars not fit for transporting grain. There is room for much improvement all along the line, but it will not be secured without persistent agita-

tion and more earnest efforts on the part of the shippers, who bear the entire burden of the trouble.

Is a 14 foot or 22 foot wagon scale better suited to the use of the country grain buyer? This is a question which has been discussed considerably by dealers, yet without arriving at any definite conclusion. Some dealers who have short scales maintain that farmers increase the gross weight by setting brake and pulling or pushing back against the wagon while dealer is weighing. It is doubtful if farmers' horses could be trained to pull or back so as to change weight without the man at the beam detecting it very quickly. The pulling or backing would be more likely to cause platform to bind and thereby reduce the gross weight of the load. The objections to the long scales seem to be better founded and of more weight. To start with the long scales cost more to install and to maintain. It costs more to place cover over long platform and to maintain it. The long platform is more likely to sag. If the farmer feeds and waters horses just before driving onto the platform the dealer is very likely to pay for something he does not get.

Town scales, and their enforced use by grain, hay, livestock and coal dealers have furnished just cause for many lawsuits and unfortunately some of them have resulted in decisions adverse to the dealers. It does not seem reasonable nor fair that the elevator man should be forced to contribute to the support of political sinecures or to accept the weights of town scales when he provides reliable scales to weigh the grain he buys. In Illinois a corporation can go into the weighing business only by special act of the Legislature granting it permission to do so. However, Illinois towns can regulate the weighing of grain, hay, coal, livestock, etc. Regulation of weighing seems to be one of the provinces of a government, but the weighing itself is entirely foreign to government. The town which puts in public scales often loses by the transaction, inasmuch as some of the farmers will go to neighboring towns where they do not have to pay the weighing fee. Careful reading of the decision published in this number will well repay every dealer whether he is having trouble of this nature at present or not.

Our boy Solomon says bulls have gained some recruits. They have enlisted about as fast as regulars for the Philippines. They have been mostly privates. Not enough aggressive generals to suppress the bear insurgents. Chances are there will be continued skirmishes in the near future rather than decisive battles.—C. A. King & Co.'s Circular.

REPORTING ON CONDITIONS OF CARS.

The efforts of W. A. Foss, Chicago Board of Trade Weighmaster, to trace the causes of shortage in grain shipments is meeting with gratifying success. The adoption of the system of reports on the condition of cars upon arrival at elevator by employees of the department was thought by some to have been a chimerical scheme, but contrary to expectations the cars have been closely inspected upon arrival and reports made regarding their condition upon a special form which was described in the Grain Dealers Journal for March 10th, 1899.

From August 12th to August 21st the employees of the department reported 597 cars in bad condition, 8 of them were reported to be leaking in 4 places, 11 were leaking in 3 places, 60 were leaking in 2 places and the balance in at least one place. The place car was reported to have been leaking the most number of times is over grain door; only 214 cars were reported to be so leaking. This is a leak which can be easily stopped by the man who loads the car. If shippers will give their employees some pointed instructions in loading, it will result in a reduction of their losses by shrinkage in transit.

In 42 cases the weighmen reported grain was leaking over grain door because top board was off grain door. However, the reports of leaks of this kind have been reduced to a minimum of late, due probably to the fact that the weighing department called the attention of the Chief Grain Inspector to the fact that shortage was being caused by track inspectors breaking off top board of grain door and leaving same down. This permits grain to leak out while car is being moved to elevator, in some cases the notation "leaking badly" was the result.

The next largest number of reports of leaks due to any one cause was 109 cars reported to be leaking through grain door. In 71 cases grain doors were reported to be "bulged-leaking." The leaking through the grain door was in many cases due to broken boards and to knots; in 91 cases grain was reported to be leaking out at bottom of grain door; in 82 cases grain was reported to be leaking out at end of grain door, showing that the majority of leaks are due to carelessness of loaders. In 2 cases the end window was open and in 38 cases the grain was reported to be leaking out at the end window. However, all of the shortages were not due to the carelessness of shippers; in 37 cases grain was reported to be leaking through side of car; in 31 cases grain was reported to be leaking out at end of car; in 5 cases grain was leaking out of bottom of car, and in 5 other cases it was leaking out at king-bolt, and in 5 cases it was leaking at the drawbar; 3 door posts were reported to be so badly broken as to permit grain to leak out.

It will interest some shippers to know that some of the cars were reported to be in too bad condition for grain. Shippers who accept such cars should do so under protest and with the understanding that carrier will make good any loss of grain in transit.

The following extracts from reports show the conditions of cars upon arrival at elevator. Their perusal should

prompt shippers to exercise greater care in cooping cars:

St. P. 9524, drawbar broken, end of and bottom of car badly damaged. Very little grain left in end of car where broken.

C. & I. C. 289, board middle of door broken.

Erie 70,961, no seal on 1 grain door.

St. P. 16,032, top boards knocked off grain door and grain running out freely.

C. P. & M., top board knocked off.

Southern 4,140, side of car at bottom leaking.

R. I. 813, leaking at side-bottom.

R. I. 2,083, door shifted.

C., B. & Q. 11,152, leaking at side of car.

C. & G. W. 13,200, grain door sprung out of place and grain leaking badly.

L. & N. 10,519, leaking through floor of car.

Q. 28,743, bad leaks at side of car.

B., C. R. & N. 4,893, grain door shifted.

L. S. 27,716, both grain doors bulged, leaking badly on one side. Grain door too short.

C. & E. I. 3,547, side of car bursted.

M. & St. L. 2,240, side of car broken.

O. D. 2,594, door post broken.

C. & A. 9,158, door post broken.

P., W. & B. R. R. 1,375, bad car.

C., St. P. & K. C. 11,288, leaking at bottom of car near side sill and stuffed with cotton waste also at end door.

C. & O. 6,170, leaking in four places; reported in bad shape.

Penn. Co. 960, side of car bulged.

Erie 99,222, broken door post, leaking.

St. P. 35,176, bad leak at king-bolt; considerable grain must have been lost.

St. P. 16,970, grain door bulged out of place; apparently considerable grain lost.

When you have a shortage write the Board of Trade Weighmaster and he may be able to give the correct cause of it.

Consul Heenan writes from Odessa that failure of crops in Russia is a much more serious affair than is generally admitted. Farmers are sacrificing their stock, owing to the complete failure of the hay crop.

L. C. Butler, Arion, Ia.: I have received over a dozen letters inquiring about my elevator, through my advertisement. I think I will make a sale with some of them. If I do not it will not be any fault of the Journal.

Southern farmers may be forced to accept less for cotton or abandon its cultivation, as Russia promises to become a strong competitor. Russian Turkestan produced 45,000,000 pounds in 1890, and fully 197,000,000 pounds in 1895.

L. Everingham & Co. write: Brewers and maltsters are showing more interest in barley and look at samples, but want better goods than the new crop thus far presents. They would bid freely for good color old barley, if here, and would bring 40c to 44c.

The American Linseed Co. is preparing to open six or seven of its smaller plants in Iowa, Wisconsin, Illinois, Ohio and Pennsylvania, thereby augmenting its active capacity by 75 presses, and enabling it to meet the unprecedented demand for oil and cake.

LETTERS FROM THE TRADE

ANOTHER BIG CAR.

Grain Dealers Journal: We loaded to-day, August 17, Wabash car No. 63,-652 with 64,960 pounds of oats, or 2,030 bushels. This beats the car of which an account is given in the Journal by Edwin Beggs of Ashland, Ill. T. J. Kizer, Hammond, Ill.

A HEAVY CAR OF CORN.

Grain Dealers Journal: We unloaded at Calumet Elevator B, on August 19, M. L. & T. car No. 30,279, shipped from Oak, Neb., August 10. It contained 103,150 pounds of corn, consigned to Bartlett, Frazier & Co. Calumet Elevator Co., Chicago, Ill.

A BIGGER CAR OF OATS.

Grain Dealers Journal: In the Journal of August 10 we notice Mr. Edwin Beggs' report of a big car of oats. On Oct. 1, 1897, we shipped B., C. R. & N. No. 12,794, which contained 68,100 pounds, or 2,128 bushels, 4 pounds of oats, to Chicago. Bingham & Johnston, Estherville, Ia.

BIG CAR DOWN SOUTH.

Grain Dealers Journal: We have great respect for our friend, Mr. Edwin Beggs; but he doesn't have very big cars of oats. Here is one. On August 10 we shipped to the A. P. Morgan Grain Co., Atlanta, Ga., car No. 15,405 A. T., transferred from car No. 2,119 P., C. & St. L., which contained 65,400 pounds, or 2,043.24 bushels. Gale Bros., Cincinnati, O.

THE BIGGEST CAR OF OATS.

Grain Dealers Journal: For a big car of oats here is one for comparison. Shipper's weight, 2,188 bushels 14 pounds; return weight by the American Cereal Co., at Cedar Rapids, Ia., 2,189 bushels 12 pounds. Following this car was another a few days later, the return from the place being 2,019 bushels 12 pounds. Who next. E. D. Vorhes, Ackley, Ia.

TWO LARGER CARS.

Grain Dealers Journal: We have received two cars of oats larger than the one reported by Mr. Beggs. B. & O. 58,277 contained 2,031 bushels and 8 pounds of 3 white oats. It was shipped by Spellman, Orton & Spilly, of Lincoln. Car 52,404 St. P. contained 2,033 bushels and 24 pounds of 2 oats and was shipped by J. A. Montelius. H. Hemmelgarn & Co., Chicago.

SOME BIG CAR LOADS.

Grain Dealers Journal: I see several Northern dealers have written the Journal regarding loading large cars. Now J. T. Stark & Co. sometimes load a few heavy cars, a partial list of which I give herewith. On August 1 we loaded into M. L. & T. 30,036, 76,590 pounds, 1,276½ bushels of bulk wheat. On July 31 we loaded into car M. L. & T. 30,015 66,733 pounds of clipped oats, weighing out 2,087 bushels and 13 pounds. On the same date we loaded into T. & N. O. 1,996, 2,047 bushels and 11 pounds of oats, and on June 30 we loaded into N. O. & N. E. 63,000 pounds of corn, weighing out 1,125 bushels. These are a few samples of cars that we consider

loaded, and if any other dealer thinks he has done better would like to hear of it. R. M. Woodard, Plano, Tex.

OUTCOME OF LANDLORD'S LIEN SUIT.

Grain Dealers Journal: Last December I bought 400 bushels of corn from a tenant, but at the time of purchase did not know whose land he was farming nor what kind of rent he was to pay. On July 1 last the landlord made a demand on me for \$96, which I refused to pay. A short time afterward the landlord commenced suit against me before a Justice of the Peace. The case came up July 26, was tried before a jury and lasted two days. The jury after being out 14 hours failed to agree and stood 3 to 3. We proved that the landlord had knowledge that the grain was being disposed of, and the second trial was set for last Thursday, but before day of trial the tenant paid the rent that was due, and of course the landlord had no lien. The cost on the first case was \$44 and the landlord offered to pay half of it if I would pay half, which I refused to do, and I expected to contest the case again to see who would be compelled to pay the cost, but before day of trial, the tenant paid half of the cost and the landlord the other half, which settled the matter.

We expect to make an effort to have this law amended in the next legislature which convenes the coming winter, and I think every grain dealer in our state should use his influence in that direction. G. A. Stibbens, Coburg, Ia.

NORTHWESTERN GRAIN SHIPPERS' ASSOCIATION.

The independent grain shippers of the Northwest are getting together for the purpose of advancing their mutual interests. President A. C. Hatch, of Battle Lake, and Secretary Frank Hoskins, of Deer Creek, Minn., have sent a circular in which it is stated that the Independent Shippers' and Grain Growers' Association was reorganized at the annual meeting under the name of The Northwestern Independent Grain Shippers' Association.

It is also stated that the purpose of the association is to get the independent grain shippers of the Northwest into an organization.

"To mutually aid and protect each other in securing equal opportunity in shipping rates, transportation facilities, just inspection, grading and docking and any other matters that will secure a free and open market and the mutual protection of its members from the combination of the Line Corporation Elevators."

Membership fee and dues are \$1.00 per annum.

The officers state we deem it unnecessary to enlarge upon the necessity of organization; indeed, it is surprising that the Independent Grain Buyers have not organized before this. A committee has been appointed to appear before the grain board to look after the interests of the shippers in fixing grades. This association will endeavor to be a valuable aid to the Independent Shippers.

Wm. Robertson is vice-president and H. P. Berg is treasurer. The board of directors is composed of A. T. Lund, Vining; H. L. Kuebler, Brownton; Ed.

Johnson, Clitherall; J. M. Wilson, Wall Lake; N. Hendrickson, Fergus Falls; A. C. Hatch, Battle Lake; Wm. Robertson, Underwood; H. P. Berg, Vining; Frank Hoskins, Deer Creek.

This association formerly had headquarters at Vining and admitted grain growers to membership as well as grain shippers. It was started about a year ago for the following purposes:

1. To look after our interests in the inspection, grading and dockage of grain.

2. To ascertain if our markets are based upon the hard fine grain of the Northwest, or mixed grain, and to ascertain a remedy.

3. To take action to stop stealage and unjust losses to shippers; to secure the abolition of stealing rules in the Weighing department of the state inspection, and equal inspection both in and out of terminal elevators. It is the policy of the State weighing department to steal 30 pounds on every car weighed, and prior to this year they have taken 60 pounds from each car.

The association seems to be desirous of building the wheat market as well as relieving the independent shippers of the abuses complained of in the circular, for at the close of the same circular the following questions are asked:

How is the crop in your vicinity?

What is the sentiment as to present prices?

Is there a disposition to hold for a higher price in view of the Foreign Shortage?

Could this disposition be encouraged?

Would such a move tend to advance prices early in the season?

GRAIN CARRIERS.

Orders for a large number of new grain cars have been placed by the Northern Pacific and Great Northern railroads.

The C. R. I. & P. R. R. will build ten miles of new road in northwest Iowa from Gowrie to Sibley, passing through Pocahontas.

The Omaha, Kansas City & Eastern is surveying an extension from Quincy to Beardstown, Ill. A survey to Springfield has been completed.

Construction of the Yankton & Norfolk railroad is to begin September 1, surveys having been completed between Yankton, S. D., and Norfolk.

Vessel rates out of Chicago have moved up to 2½ cents per bushel to Buffalo, with little business doing. Rates have not been so high in many seasons.

Chicago received during July more grain than in any preceding July for five years. The total number of cars was 29,339, against 16,929 last year and 28,557 in 1897.

The grain traffic on the Ottawa, Arnprior & Parry Sound Railway is very heavy, 5,087,000 bushels having been received at Depot Harbor from the opening of navigation to August 1.

The large quantity of grain to be moved in California has induced Dideo & Emly to equip a steam barge for the Sacramento river trade in competition with the present three companies.

This year 735 miles of railroad will be built in Iowa. The Wabash is building from Moulton to Albia. The Rock Island is building from Gowrie to Sibley to protect its business, the St. Paul having given notice that it would cancel

its lease of 20 miles of road to the Rock Island. The Northwestern is building 270 miles of new lines and 70 miles of second track.

A weekly service between Philadelphia and Rotterdam has been begun by the Cosmopolitan line, which is operated in connection with the Philadelphia & Reading and the Lehigh Valley Railroads.

Hancock & Co., grain dealers of Philadelphia, have settled with Drake & Maytham, of Buffalo, who, last fall, libeled six grain cargoes on demurrage claims. Settlement was effected without suit.

The fact that much grain is moving east all rail may be taken as evidence that the railroads are making low rates, but the real cause is that lake vessels are busy transporting iron ore, which pays well.

Nye, Jenks & Co., grain shippers of Chicago, are fortunate in having chartered the steamer Case for the season at \$12,000. At ruling rates the transportation would cost \$24,000, and they are ahead the difference.

Will the Buffalo elevator pool continue to work with the railroads to divert grain from the Erie canal or will the recent investigation open the way for the Empire state to secure some benefits from the \$9,000,000 it expended recently on the canal?

The steamer Myles was caught in a storm on Lake Ontario and shipped so much water that half of the cargo of 60,000 bushels of corn was damaged. After the marine leg at Kingston took out 5,000 bushels the remainder was found to be so firmly caked that it had to be removed with pick and shovel.

It is no longer a secret that two rival syndicates with ample capital are striving to obtain control of the Kansas City, Pittsburg & Gulf Railroad, which is undergoing reorganization. If the control falls to owners of the eastern trunk lines it is probable that the low export grain rates from points west of the Mississippi River will not be at an end.

The long and short haul clause of the interstate commerce law has been suspended by the Kentucky Railroad Commission on traffic to and from certain points in the state where water competition has to be met. With the long and short haul clause in effect Louisville and other Kentucky cities would lose their trade with interior towns to Chicago, St. Louis, Cincinnati and Indianapolis.

The grain freight business is blocked by the low price of wheat abroad, which prevents exporters paying the advanced rates asked by shipowners. On the other hand, owners, noting the extremely small spot tonnage, and light amount to arrive the next sixty days, as well as high freights ruling elsewhere, are unwilling to charter except at full figures. The result is business is blocked. —Commercial News, San Francisco.

The new rule adopted by the New York Board of Underwriters, to go into effect in September, is: When a quantity of oats, carried in bulk, between the upper decks, exceeds 60 per cent of the capacity of said deck, the excess over 50 per cent may be stowed in bulk compartments fitted with wing-shifting boards extending from bulkhead at each end of the hold to within four feet of the hatches, one of such compartments shall be the largest 'tweendeck compartments, or the fol-

lowing alternate: Where a steamer has four or more compartments in between decks oats may be loaded in bulk in all of these compartments if they are provided with wing feeders of increased size to reach from the forward or aft bulkhead to within four feet of hatches. The hatches or feeders for lower hold must be capped-boxed feeders, five or six feet in depth. All holds are to be so fitted.

Erie Canal boatmen feel bad. Although receipts of grain at New York since the opening of navigation have been larger than last year the trade of the canal has fallen off while that of the railroads has increased. The New York Produce Exchange reports receipts from May 1 to August 1 in 1899 at 6,808,000 by canal and 40,210,000 by rail; in 1898, 7,224,000 by canal and 35,945,000 by rail, and in 1897, 8,008,000 by canal and 33,557,000 by rail.

BORROWING MONEY ON GRAIN STORED AT COUNTRY POINTS.

An article appeared recently in a Chicago daily which stated that through the instrumentality of surety companies, which guarantee delivery and quality of grain and make a nominal charge for such services, that Chicago banks are being enabled to loan money directly to country grain dealers on their grain, thereby saving the country dealer sometimes as much as 2 per cent over the interest charges of the country banker.

President John J. Mitchell, of the Illinois Trust and Savings bank has stated that through the medium of this system the city bankers find they can do safer business directly with the country grain dealer, than the country banker, who may have a personal acquaintance with the dealer. Mr. Mitchell when questioned on the subject by a representative of this Journal said: "We loan money on warehouse receipts when guaranteed by the National Surety Co. which company is guarantor of the Merchants & Manufacturers Warehousing Co.'s receipts. To satisfy ourselves as to the reliability of this surety company we investigated the company thoroughly and found it to have a direct connection with the New York Life Insurance Co., and with few exceptions that the officers of the insurance company were identical with those of the surety company. We feel confident that a warehouse receipt or storage warrant of the Merchants & Manufacturers Warehousing Co. guaranteed by the National Surety Company of New York is good collateral and this bank is entirely satisfied to make loans on notes secured by these warrants."

W. H. Banks, Chicago, the Western manager of the Merchants and Manufacturers Warehousing Co. of New York, who has been engaged in this particular line of warehousing for 10 years past, in speaking of the attitude of banks towards their warehouse receipts, said: "The Merchants and Manufacturers Warehousing Co. is an auxiliary company engaged in a general warehousing business and operating throughout the United States, with general offices in most of the principal cities. All of our warehouse receipts or storage warrants are guaranteed by the National Surety Co. This company guarantees that all the obligations entered into by the warehousing company

will be honestly and faithfully performed."

This method of warehousing not only aids and facilitates the local grain buyer to secure loans required, but also puts the local banks in a better position to expand and safely protect the business to be had. The city banks will aid the local banker to carry the paper of the grain dealer, thereby protecting what he may consider his share of the profits that should accrue from the loan.

Another feature of the warehousing system is that the local dealer becomes known outside of his town as a grain merchant, and in proportion to the volume of business conducted, establishes a line of credit which is of benefit in increasing the general volume of his business.

Thus it will be seen that the storage warrant system enables the country dealer to borrow money at a low rate of interest, and to secure larger loans with a warehouse receipt as collateral than he could otherwise.

SEEDS.

Some seed commission firms supply sample bags and stencils free to shippers.

The Robert Veitch Co. has been incorporated at New Haven, Conn., to deal in seeds, by A. M. Pierson, Robert Veitch, W. E. Miller and others.

The American Linseed Co. has contracted to furnish the printing ink trust with all the oil required, amounting during the year to 1,000,000 gallons.

The condition of clover in Michigan, as reported August 10 by Justus S. Stearns, secretary of state, was 86 per cent. Conditions have been unfavorable for clover for a number of years.

Southworth & Co., Toledo, O., Aug. 18: The stock of seed at Toledo at this writing is stated by the secretary of the Produce Exchange to be between thirty and thirty-five thousand bags.

The Department of Agriculture in its August report gives the condition of timothy August 1 86.7 or 12.6 points below the condition same date last year. The preliminary returns indicate a reduction of 3.4 per cent in the hay acreage. Of the 14 States mowing 1,000,000 acres or upward last year, only Missouri, Kansas, Nebraska, South Dakota, and California show an increased acreage.

There are few States in which the production of clover does not present a more or less marked contrast to the almost uniformly large production of last year. In the New England States there is a falling off of one-third to one-half; New York reports 71 per cent of a full crop, as compared with 109 per cent last year; Pennsylvania reports 76 per cent, as compared with 93; Kentucky, Michigan, and Indiana show a reduction from last year of 7, 6, and 8 points, respectively, while Illinois has but 64, Wisconsin 81, and Iowa 17 per cent of a full crop. Excluding the States in which the cultivation of clover is merely sporadic, Ohio alone has as large a crop as it had last year, and this is doubtless accounted for in part by the fact that last year's crop in that State was considerably below the average for the country as a whole. The quality of clover falls decidedly below last year's

standard, taking the country in general. There are, however, a few States in which the quality is high, as in New York, where it is 100 as compared with the ten-year average of 92, and in Pennsylvania and Maryland, where it is 92 and 96, respectively, or 1 and 7 points, respectively, above the ten-year average. In Ohio the quality is not only the same as in 1897 and 1898, but also agrees exactly with the average of the past ten years. Considering the large number of correspondents whose reports are combined in the official estimate this coincidence is very remarkable.—August report Department of Agriculture.

Two methods of extracting castor oil from the seed are practiced in India. The simpler is by boiling the bruised seed. The other process employs presses worked by hand screws. The seeds are gently heated and submitted to pressure for a considerable time. The expressed oil is boiled with water in iron tanks, the impurities being skimmed off. Two varieties of the plant are cultivated, one being a perennial and one an annual. The perennial is a tall bush and yields a large seed and an abundance of inferior oil fit only for a lubricant and illuminant. The annual produces the small seed, yielding the superior oil of commerce and pharmacy.

It is customary to apply Off Grades of seed or grain on sales at the market difference. What the difference between No. 2 and Prime will be, however, we cannot say. Everything depends upon the quality of the No. 2. It looks as if there was going to be lots of poor seed. At any rate, the samples we have received would indicate it. Most of them are full of brown seed and cannot be made into Prime, no matter how good a machine you put it through. Large quantities of that kind of seed, and a scarcity of New Prime, or any seed that can be made into Prime, will naturally cause a big difference in price between the two grades. That is why we have cautioned shippers about selling too much Prime on bids or October, against seed they were contracting, that undoubtedly was No. 2.—Zahn's Circular.

The terminal charges for handling clover seed at Toledo this season are: Commission will be per bag, ten cents; weighing and inspection per bag, four cents; cartage per bag, cent and half. This makes the total terminal charges fifteen and half cents per bag, or about six cents per bushel. Commission on futures will be only five cents per bag. All bids upon clover seed this season are subject to the weighing and inspection charge of four cents per bag. This will be so with all firms. Trades here are all based upon two and half bushels to the bag. You can put as much as you please in the bag. It will all be applied upon your sales until they are filled, then the surplus will be sold upon the market unless you instruct otherwise. Trades in futures are in fifty bag lots or multiples thereof. Most orders are for car lots of two hundred bags each.—King's Circular.

L. Vaughn, Davisville, R. I.: I am well pleased with The Journal. I feel well repaid for instructions I have received from it in the short time I have had it.

SUITS AND DECISIONS

Readers will confer a favor by sending us reports of suits in which grain trade questions are involved.

John L. Temple, of Galesburg, Ill., has brought suit against A. T. Forgry for \$165 for breach of contract in not delivering 3,000 bushels of grain sold.

Demurrage charges have been declared illegal by Judge Holt at Kansas City, Kan., on the ground that there is no law in Kansas authorizing such charges. In this case consignees replevined and got possession of freight held by the railroad company for demurrage charges.

Commissioner Wilson of the internal revenue office has modified a former ruling on the subject of stamp tax on bills of lading for export, in which he holds that such bills, whether issued singly or in sets of two or more covering one shipment, require only one stamp of 10 cents.

F. G. Logan & Co. brought suit against Goodwin & Chamberlain of Topeka, Kan., to recover commissions and margins due and unpaid on a speculative deal. In defense it was claimed the deal was a gambling one and therefore illegal. Plaintiffs proved that the trade was a legitimate one and taken as such. The judge decided in order for it to be a gambling contract it must be so understood by both parties, and that Logan & Co. simply acted as commission men and were entitled to their commission and all losses sustained.

In the case of Parman vs. Marshall, decided Feb. 11, 1899, by the court of chancery appeals, of Tennessee, it was held that where the owner of an undivided half interest in an ungathered crop of corn, sells his interest to his creditor at a certain price per barrel and agrees to gather and haul the corn to the vendee's mill, weigh it, and, when the amount is ascertained receive credit therefor on his debit, that until the corn was gathered, weighed and delivered, the title thereto does not pass, and a judgment creditor of the seller may levy on the standing corn and sell it under his execution.

The suit of the International Bank against the Rice & Bullen Malting Co. of Chicago, to recover the value of a quantity of malt sold to defendants, for which payment was refused on the allegation that the warehouse receipt issued for the property in question was not valid, was decided by Judge Hutchinson in favor of the bank. The warehouse receipt was issued by the Guaranty Storage Warrant Co., on malt in certain bins in an elevator owned by J. H. Pank & Co. The storage warrant company sealed the bins and placed conspicuous signs denoting its control and possession. The court maintained that a receipt issued in this manner was valid.

Exporters will be interested in a decision rendered by the Queen's Bench, London, in the suit of Thalman Freres, of Havre, France, against the Texas Star Mills, Galveston, Tex., involving delay in clearing whereby a steamer arrived in France with a cargo of wheat a day too late to obtain the low import duty. Defendants sold 66,000 bushels of wheat for May, 1898, clearance. The grain was loaded May 28, but owing to holidays, rains and trouble with the

machinery, loading cargo was not completed until June 2, when the vessel put to sea. The ship arrived at Havre at 9 o'clock on the night of June 30, two hours after the custom house closed, and on the following day the duty was reimposed. Arbitrators were called in. Their decision was in favor of the seller. On appeal the Corn Exchange committee ordered the sellers to pay Thalman Freres \$55,000. The London court set aside the award of the committee, giving judgment in favor of the Texas Star Mills.

With regard to margin dealing, Judge Mitchell, of the Supreme Court of Pennsylvania, says: It has been settled by this court so often that it ought not to require reiteration that dealing in stocks, even on margins, is not gambling. Stocks are as legitimate subjects of speculative buying and selling as flour, or dry goods, or pig iron. A man may buy any commodity, stock included, to sell on an expected rise, or sell short to acquire and deliver on an expected fall, and it will not be gambling. Margin is nothing but security, and a man may buy on credit, with security or without, or on borrowed money, and the money may be borrowed from his broker as well as from a third person. The test is: Did he intend to buy or only to settle on differences? If he had bought and paid for his stock, held it for a year, and then sold, no one could call it gambling, and yet it is just as little so if he had it but an hour, and sold before he had in fact paid for it. And so with selling. Every merchant who sells you something not yet in his stock, but which he undertakes to get for you, is selling "short," but he is not gambling, because, though delivery is to be in the future, the sale is actual and present.

In the suit of the Winthrop National Bank of Boston against the Minneapolis Terminal Elevator Co., to enforce the stockholders' liability, Judge Collins of the state supreme court has decided in favor of the bank. To secure the payment of its bonded indebtedness defendant corporation executed and delivered a trust deed upon its property. Two of its principal stockholders guaranteed in writing the payment of the bonds and also included in the deed and as further security certain individual property. In an action under General Statutes 1894, chapter 76, to enforce the stockholders' liability under the constitutional provision, other stockholders contended that because of these acts of the two principal stockholders and an oral agreement which the latter had entered into with them, when consent was secured to the issuance of the bonds and the execution of the deed, that these two should protect and bear harmless all other stockholders from this liability, a fund was created for the express benefit of both bondholders and stockholders, which must be exhausted before the constitutional liability can be enforced. Held, that on the issues made by the pleadings the trial court did not err when it refused to find whether such an agreement was made, and held, further, that the evidence produced upon the trial was insufficient to support a finding that a valid agreement of that import was entered into. The two principal stockholders became personal sureties for the payment of the bonds and also pledged individual property for their payment, as before stated. This

liability did not become an asset of the corporation to be exhausted before recourse could be had upon the other stockholders under the provisions of chapter 76. One of the bondholders moved the court, after judgment had been entered herein, for an order citing in the trustee named in the deed to show cause why it should not be foreclosed as to the individual property. Held, for reasons stated in the opinion, that the motion was properly denied.

CAN NOT ENFORCE USE OF CITY SCALES UNLESS SPECIALLY EMPOWERED.

The enforced use of the city scales has made much trouble for country grain buyers, and no doubt will continue to do so until the governed weary of the attempts of the state to monopolize different lines of business and restrict its powers to regulation and governing. The establishment of city scales is generally in the interest of the politicians, not because the buyers or sellers of commodities are dishonest or do not provide reliable scales.

One of the best reviews of the subject which has recently come to light is to be found in the following opinion, rendered by an Illinois court:

City of Savannah vs. Robinson, 81 Ill. App. 477.

Mr. Justice Higbee delivered the opinion of the court.

The most important question presented by the record in this case is whether the appellant had the power to enact and enforce the ordinance in question, requiring all coal sold or offered for sale in the city, to be weighed by the city weighmaster, and providing penalties for failing to comply with such ordinance. The authority is abundant, and it is conceded by counsel, that the legislature has the power to authorize cities to erect scales, appoint a weighmaster and require all coal sold or offered for sale in the city limits, to be first weighed by such weighmaster; but the question here is, has the legislature, by the provisions of the general act for the incorporation of cities and villages, under which appellant was incorporated, granted that power to the cities incorporated under it. Unless the power to pass the ordinance was clearly given by the statute, it cannot be sustained.

Under the general incorporation law of the state, a city council is "clothed with such powers, and only such as are conferred by the act of incorporation, or such as may be necessary to carry out the powers expressly granted. It is a plain proposition of law and one well understood, that in the discharge of their duties, a city council must act within the bounds prescribed by their charter, and if they exceed the powers conferred by the charter, such acts are nugatory." *Agnew vs. Brall*, 124 Ill. 312.

Any ambiguity or doubt arising out of the terms used by the legislature in conferring their powers, must be resolved in favor of the public. *Seeger vs. Mueller*, 133 Ill. 86.

The case last referred to, and the case of *Emmons vs. The City of Lewiston*, 132 Ill. 380, quote approvingly the language of Judge Dillon, that "any fair, reasonable doubt concerning the existence of a power is resolved against the corporation, and the power is denied." 1 Dill. on Munic. Corp., Sec. 89.

This is especially the rule if the power in question is unusual, attended with taxes, tolls, assessments, or burdens upon the inhabitants, or oppresses them, or abridges natural or common rights. *Id.*, Sec. 149, n. 2.

It is said in 29 Am. & Eng. Ency. of Law, 54, that "A State or municipality may, in the exercise of its police power, appoint public or licensed weighers, surveyors, etc., and provide that all sales of certain commodities, such as hay, grain, etc., shall be upon the weight or quantity as ascertained by such weighers or surveyors, for which they may charge a reasonable fee." In the note to which reference is made for authority for the above statement, it is said, "But the municipalities have only power to pass such ordinances when the

authority is especially conferred by the legislature."

In the case of *Stokes vs. City of New York*, 14 Wend. 87, it was held that the city had power to pass an ordinance requiring anthracite coal to be weighed by weighers appointed by the city. It appears from the opinion in that case, however, that the law expressly gave the power to appoint weighmasters, and the Court held that the power to compel their employment was necessarily implied in the power to appoint. That provision of the statute which is relied upon as authorizing the ordinance in question is Art. 5, Sec. 1, Par. 54 of the General Incorporation Act, which gives cities and villages the power "to regulate the inspection, weighing and measuring of brick, lumber, firewood, coal, hay, and any article of merchandise." Does the authority to regulate the inspection, weighing and measuring of coal include the right to erect scales, appoint a city weighmaster, and require that all coal sold in the city shall be weighed by such officer and a fee paid him therefor?

The case of *Davis v. Anita*, 73 Iowa, 325, is the principal one relied upon by appellant as authority in support of the ordinance. In Iowa, cities organized under the general law are empowered "to provide for the measuring or weighing of hay, coal, or any other article for sale." Iowa Code, Sec. 456. Under that statute it was held that a city might erect scales, appoint a weighmaster and provide for the use of such scales by those desiring to sell such articles. It is said in the course of the opinion in that case, that the ordinance in question was a "regulation," and that the statute evidently confers on cities and towns power to provide scales, a competent weighmaster and correct weights or balances." On the other hand, a contrary doctrine was established by the Supreme Court of Arkansas in the case of *Taylor v. the City of Pine Bluff*, 24 Ark. 603. Under an act of the legislature the City of Pine Bluff had an express grant of power "to provide for the measuring or weighing of hay, wood, or any other article for sale." The city, by ordinance, established the office of city weigher and directed him to weigh all articles and give a certificate of weight. It was then provided that all cotton, hay or fodder, should be weighed by the city weigher, and any person violating the ordinances should be subject to a fine. It was said by the Court, in passing upon the case, "when our legislature granted the authority to provide for weighing and measuring, it is not to be presumed it was not thought necessary to give the power to purchase and fix scales for public convenience, but rather that the city should be empowered to establish the system of requiring articles for sale to be weighed and measured," and the ordinance was declared void.

In the above cases, however, it will be noted that the power given by the statute was to provide for the weighing of coal, etc., while under our statute the power given is to regulate. There is, however, a marked difference between the power to regulate the weighing of an article and the power to provide for the weighing of the same.

The definition of the "regulate" according to the Century dictionary is "to adjust by rule, method, or established mode; govern by or subject to certain rules or restrictions; direct, to put or keep in good order." The same authority defines the word "provide" as "to procure beforehand; get, collect or make ready for future use; prepare, furnish, supply."

To regulate the weighing of a thing is not to weigh it. If such were the case, then under Par. 50 of the section of the general incorporation act above referred to, the power to regulate the sale of meats, poultry and other provisions would also include the power to go into business of selling provisions, and under Par. 57 the power given to cities to regulate the sale of bread would also give such cities the power to establish bakeries and sell bread. By reading the word "regulate," in the several connections in which it appears in the said sections of the statute, we are of opinion that by its use the legislature intended to confer the power upon cities and villages to establish and direct the manner in which the sale or weighing of the articles mentioned should be done by others, and not to permit such cities and villages themselves to go into the business of selling or weighing such articles.

In the case of *Huesing v. The City of Rock Island*, 128 Ill. 465, the question arose whether the city has the right to pass an ordinance for the establishment of an abattoir or public slaughter house, and appropriate the means of the city for that purpose. Par. 50 of the section of the statute above referred to gives to cities

and villages the power to regulate the sale of meats, etc., to provide for place and manner of selling the same, and section 53, the power to provide and regulate the inspection of meats, etc., but the Court held that there was nothing in the language of either of the powers granted, that would lead to the conclusion that the erection of a public slaughter house by the city was in the contemplation of the legislature in the enactment of such provisions. It was further held in the same case that no such power was given under Par. 73 of the same section which authorizes cities and villages "to do all acts and make all regulations which may be necessary or expedient for the promotion of health or the suppression of disease," nor under section 81, which gave the power "to direct the location and regulate the management and construction of packing houses," etc. If cities have no power under the provisions of the statute above referred to, to erect and operate slaughter houses, can it be properly said or reasonably contended that the city may erect and operate public scales and compel the weighing of all coal by the public weighmaster, under the clause authorizing it "to regulate the weighing of coal"?

The powers of the city to enact the ordinance in question, were, to say the least, very doubtful, and to concede that the power is doubtful, is to deny the power. *Emmons v. The City of Lewiston*, supra.

We must, therefore, hold that the power given by the statute to cities and villages to regulate the inspection and weighing of coal does not, by implication, include the power to appoint weighmasters and compel persons desiring to sell coal, to have the same weighed by, and to receive certificates showing the same has been so weighed from such officers before offering the same for sale, and that so much of said ordinance as conflicts with this rule is void.

The judgment of the Court below will therefore be affirmed.

REGULAR DEALERS OF IOWA.

In addition to the names and addresses of regular grain dealers of Iowa which were published in the Grain Dealers Journal for February 25, May 25, June 25, July 10 and 25, and August 10, we have received the names given below. Regular dealers will confer a favor by sending us corrections and additions should they discover any errors or omissions. Other names will be published in future issues:

Marshalltown, Ia.—W. H. Sloppy; J. W. Brackett.
Martinsburg, Ia.—I. N. Ogden; G. M. & I. D. Mowry.
Mason City, Ia.—Collins & Sullivan; W. T. Carpenter; Smith & Cole; T. P. & H. E. Stanberry.
Masonville, Ia.—Byron Griffen; F. S. Griffin.
Massena, Ia.—D. N. Dunlap, steam eltr.; L. C. Hills; H. Kurtz & Co.; O. Colbert & Co., eltr.
Massillon, Ia.—C. L. Keith.
Matlock, Ia.—E. J. Edmonds & Co., eltr.; Chicago O'Neil Grain Co., eltr.
Maurice, Ia.—Interstate Elevator Co.; St. Paul & Kansas City Grain Co.
Maxwell, Ia.—J. M. King & Co.; St. Paul & Kansas City Grain Co.; F. W. Hill.
Maynard, Ia.—Ranney & Kaye.
Mediapolis, Ia.—W. H. Moorhead & Co.; Robt. Foster, eltr., 5m; Wm. Stelter, eltr., 20m.
Melbourne, Ia.—E. L. Poffenberger; A. H. Miller & Son.
Melrose, Ia.—J. P. Currier.
Menlo, Ia.—Benjamin Wells; John G. Cooper.
Meriden, Ia.—Carrington, Hannah & Co.; W. C. Fenton & Co.; L. E. Brown & Co., eltr.; S. S. Christy, eltr.; Chicago O'Neil Grain Co., eltr.
Merrill, Ia.—Geo. Howes; St. Paul & Kansas City Grain Co.
Meservey, Ia.—F. R. Hopley; James Hill; Klemme & Chase; Meservey Elevator Co.
Miles, Ia.—T. A. Pierson.
Milford, Ia.—W. H. H. Myers; W. W. Patten & Co.; Rasmussen Bros.
Messina, Ia.—J. H. Hulbert & Co., eltr., 50m.
Milo, Ia.—G. J. Stewart & Co., eltr., 150m; Sigler & Manley.
Minburn, Ia.—S. Frank Thoms & Co., steam eltr., 20m; Minburn Grain Co., steam eltr., 20m.
Minden, Ia.—S. S. Christy; L. E. Brown & Co.

Minerva, Ia.—Thomas Nichols, house, 3m.
Mingo, Ia.—Chas. R. Harrop; Fred Lorch.
Missouri Valley, Ia.—Edgecomb & Kellogg.
Mitchell, Ia.—John Bartle; C. Nyman.
Mitchellville, Ia.—Fremont Butler; Miller & Son; B. R. Patterson.
Mondamin, Ia.—A. W. Hagerman; Gamett & Ogden; L. H. Noyes.
Monroe, Ia.—W. H. Ible; C. F. Talmage; Monroe Elevator Co.; Thos. Murray & Co.
Montezuma, Ia.—T. Harris & Co., eltr., 50m; Moler & Clark, eltr., 30m.
Modale, Ia.—F. A. Sims & Co.
Moorland, Ia.—Conway Bros., L. M. Chase.
Morning Sun, Ia.—Beck & McClurkin, eltr.; Wm. Beck, eltr.; Butler & Faris; C. F. Angell.
Morse, Ia.—William Andrews & Co.
Moravia, Ia.—J. H. McCauley; Relch & Marken.
Moscow, Ia.—G. F. Schafnit; C. S. Hain.
Moulton, Ia.—R. B. Carson.
Mount Ayr, Ia.—Henry H. Wilson.
Mount Hamill, Ia.—Joseph Wenzel.
Mount Pleasant, Ia.—A. J. Kaufman; H. M. Bowman; Mt. Pleasant Milling Co.
Mount Union, Ia.—Baxter & Fye.
Mouville, Ia.—McElrath Bros.; W. L. Sanborn; H. H. Hammer.
Murray, Ia.—Iowa Grain & Produce Co., eltr.
Muscatine, Ia.—Muscatine Oatmeal & Co., eltr., 150m.
Nassau, Ia.—W. T. Graham.
Neola, Ia.—William D. Felton; H. W. Hancock; George Remington; St. Paul & Kansas City Grain Company.
Nevada, Ia.—O. L. Dunkelbarger, eltr., 40m.; R. A. Frazer, eltr., 40m.
New Albion, Ia.—William Irons; Robinson & Habercorn.
Newburg, Ia.—N. W. Cox; John T. Redfield.
Newhall, Ia.—J. W. Johnson.
New Liberty, Ia.—Thede & Damann.
New London, Ia.—John W. Carden.
Newmarket, Ia.—Rowe, Lowman & Roberts.
Newport, Ia.—Baird Bros., eltr.
New Sharon, Ia.—Barbour, Younkin & Watland, eltr., 75m.
Newton, Ia.—C. H. Jasper & Co.; Newton Elevator Company; D. J. Eberhart; J. B. Hough & Co.
New Virginia, Ia.—D. F. Hurst; Iowa Grain & Produce Company, eltr.; Des Moines Elevator Company, eltr.
Nichols, Ia.—Xavier Boitscha; Miles Doran.
Noble, Ia.—D. F. Berry.
Nira, Ia.—John W. Lefever.
Norman, Ia.—S. R. Cross; Great Western Elevator Company.
Northboro, Ia.—J. R. Harris, eltr., 15m.; Robert Peck.
North English, Ia.—W. W. Boland.
Northwood, Ia.—Eckert & Williams; Mitchell & Toye.
Norwalk, Ia.—J. M. Calhoun & Co.; L. Mott.
Nora Springs, Ia.—Western Elevator Company; George Brown.
Norway, Ia.—C. P. Christianson.
Norwich, Ia.—T. J. Gwynn; Gwynn Bros.
Nugent, Ia.—W. P. Brittain.
Oakland, Ia.—Hancock, Hodgson & Co.
Oakville, Ia.—A. L. Duncan & Co.; G. R. Hall.
Oasis, Ia.—V. D. Bumgardner.
Ocheyedan, Ia.—E. A. Brown; H. E. Brown; Harris Elevator Company; T. P. Jenkins.
Odebolt, Ia.—Petersmeyer Bros., eltr., 30m.; Gray & Babcock, eltr., 40m.; Trans-Mississippi Grain Company, eltr., 60m.; Odebolt Milling Company.
Ogden, Ia.—Hans H. Henning; J. S. Lord; Central Elevator Company.
Olds, Ia.—Smith & Lamme.
Olin, Ia.—L. M. Carpenter.
Ollie, Ia.—M. C. Berry.
Onawa, Ia.—George O. Holbrook, eltr.; O. Overholt, eltr.
Orange City, Ia.—George Oelrich, eltr., 20m.; F. M. Slagle & Co., eltr., 15m.
Orchard, Ia.—R. R. Smith.
Orient, Ia.—M. Hennessy; G. A. Pierson.
Osage, Ia.—John Bartle; F. B. Chute; Lamberton Elevator Company; J. M. Muffley; W. H. Muffley & Son; Edward W. Stacy.
Osceola, Ia.—Iowa Grain and Produce Company, elevator; McCartney & Phelps; O. T. Hulburd.
Osgood, Ia.—P. Fahnestock & Co., eltr.
Otho, Ia.—D. Fortney; Schnurr Bros. & Co.
Oskaloosa, Ia.—H. D. Lane & Co.
Otley, Ia.—I. B. Hendershot.
Otranto, Ia.—Hunting Elevator Company.
Ottosen, Ia.—Geo. W. Hunick.
Ottumwa, Ia.—Jones & Buchmann.
Owasa, Ia.—Davis & Moses, eltr.

Owego, Ia.—E. A. Abbott & Son, eltr.
Oxford, Ia.—Charles Counselman & Co.; Marvin & Sies; Rohret & Ford; J. E. Carter.
Oyens, Ia.—Gehlen Bros. & Co.
Pacific Junction, Ia.—Davis & Anderson.
Packwood, Ia.—E. A. Miller & Son.
Panama, Ia.—William & George Crandall Acker & Schriver; St. Paul & Kansas City Grain Company.
Palo, Ia.—Hayes & Kocher; Young & Sisley.
Panora, Ia.—McFarlin Grain Company.
Parkersburg, Ia.—Kittsmiller & Foote.
Paton, Ia.—Roberts Bros., eltr., 40m.; H. H. Smith & Son, eltr., 75m.
Paullina, Ia.—Ralph Dodge; Metcalf & Cannon.
Paulsville, Ia.—J. N. Johnson & Co.
Parnell, Ia.—J. H. Murphy.
Pekin, Ia.—G. H. Carter.
Pella, Ia.—T. J. Edmand; David S. Huber; Van Der Zyll Bros.
Percival, Ia.—E. W. Sheldon & Co., eltr., 12m.; Gen. Withers; Morton Bros., eltr., 6m.
Perkins, Ia.—Perkins Produce Co.; St. Paul & Kansas City Grain Company.
Perry, Ia.—McCall Bros. & Thornley, steam eltr., 20m.; St. Paul & Kansas City Grain Co., steam eltr., 30m.; Allen Breed; J. G. Dutton.
Persia, Ia.—Robert Ivins; George Remington; St. Paul & Kansas City Grain Company.
Peterson, Ia.—Weir & McMillan.
Pickering, Ia.—I. Erickson.
Pierson, Ia.—Northern Grain Company, eltr., 15m.; Pierson & Hayton, eltr., 20m.; William Southhall & Co., eltr., 20m.
Pilot Mound, Ia.—Alban & Smith; Petty & Word; J. O. Thorngren.
Pioneer, Ia.—Anderson & Co.; J. W. Johnson; Whitman & Empeke.
Plainfield, Ia.—John Roach.
Plato, Ia.—A. G. Hoffman.
Pleasant Plain, Ia.—A. L. Crumly.
Pleasantville, Ia.—G. J. Stewart & Co., eltr., 135m.
Plover, Ia.—G. N. Longhead.
Plymouth, Ia.—Hunting Elevator Company; A. Ridgway.
Pomeroy, Ia.—Malcolm Peterson.
Popejoy, Ia.—T. F. Henderson.
Portland, Ia.—S. C. Hill; A. L. Jackson.
Portsmouth, Ia.—Batley & Monahan; Sims & Houghton; George Batty.
Postville, Ia.—Paul Roberts.
Potter, Ia.—O. P. Beale & Co., eltr., 14m.
Prairie City, Ia.—Gill & More; B. F. Norris & Co.
Prescott, Ia.—G. H. Currier, eltr., 10m.; Gault Bros., eltr., 3m.
Pringhar, Ia.—C. E. Acorn; J. E. Stott.
Promise City, Ia.—John S. Alexander & Son; George M. Kinser.
Preston, Ia.—M. McLaughlin.
Pulaski, Ia.—J. J. Miller; Miller & Hotchkiss.
Quigley, Ia.—Hugh Hanrahan.
Quimby, Ia.—Carrington, Hannah & Co.; G. F. Groves.

A tax of 34 cents per ton has been placed on rice shipped from Chinkiang, China.

Consul Martin writes that the export of grain from Chinkiang, China, has been temporarily prohibited.

Consul Mertens at Valencia reports that the wheat crop throughout Spain has been very poor this year.

Governor Mount of Indiana advises farmers to hold their wheat for more money. Is the Governor long on the wheat market?

Wheat raisers of the northwest would be pleased to get a line on the place of residence of all those men thrown out of employment by the trusts.

Compulsory insurance of crops is proposed in France. An average premium of four francs per hectare is to be levied on cultivated land, according to value of crops grown.

Grain elevator risks will be considered at the October meeting of the Underwriters' Association. An advance in rates will bring about the construction of more fireproof storehouses.

Russia continues to maintain her lead as a producer of flax fiber, furnishing nearly four-fifths of the world's crop. The exportation in 1897 was valued at \$39,179,000, as reported by W. F. Atwell, United States commercial agent.

MONIER SYSTEM OF CONSTRUCTING ELEVATORS.

By E. LEE HEIDENREICH.

Mem. Am. Inst. Min. Engrs., Mem. W. Soc. Engrs.

Some years ago I wrote an article regarding the use of Monier constructions in general, and especially with reference to the grain elevators at Galatz and Braila in Roumania. Since then I have experimented considerably with circular tanks for the storage of liquids and grain, similar to the constructions so widely used in France, Germany, Austria, Denmark and Norway. It is a matter of surprise that

made the construction of steel tanks nearly impossible, it seems that the proper time has arrived to give the Monier construction, so successfully used abroad, at least a trial. Before discussing the most economical methods of construction in cement and steel,

for grain. From Mr. H. C. V. Moeller, Harbor Master at Copenhagen, Denmark, I quite recently received a letter praising the Monier bin walls used in the elevator for the Copenhagen Free Harbor. Owing to the expense, however, only the exterior bin walls are built in Monier construction, the interior being wood, but Mr. Moeller asserts that but for financial objections he would very much have wished to see the entire elevator built with bin walls in the Monier construction.

Monier reservoirs are being used in

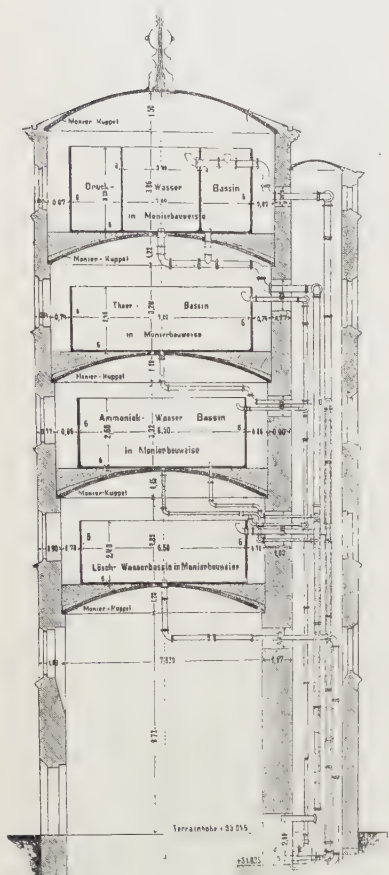


Fig. 1.

this method of construction, which has been declared by prominent European engineers to open a new era in engineering constructions, has gained but very little progress in the United States.

The Monier inventions protected in United States by patent No. 439,535 of Nov. 22, 1892, cover improvements in construction entering every conceivable branch of engineering. In Europe it has been successfully introduced in the construction of buildings, bridges, tunnels for hydraulic or mining purposes, in ship building, manufacturing industries, in fortifications and in the construction of reservoirs to store liquids, gas or cereals.

I shall confine my remarks on Monier construction more particularly to the construction of reservoirs for the storage of liquids and grain. At the present time when there is a very pronounced clamor for fire proof construction in grain elevators, and when the prices and scarcity of steel plates have

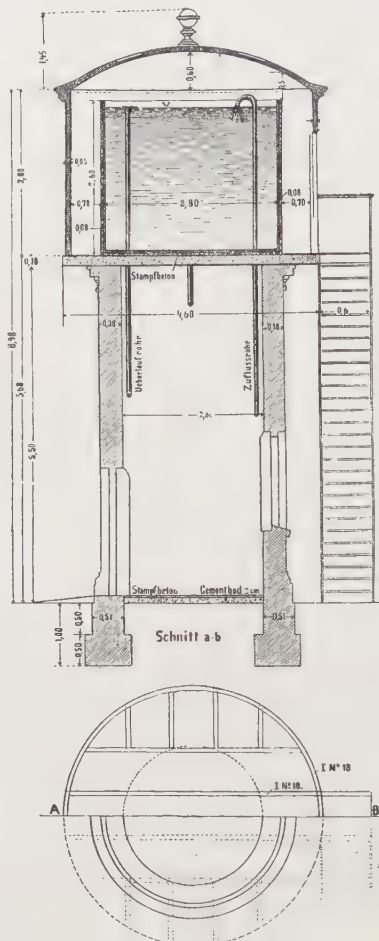


Fig. 2. Water Tank built on Monier System.

I shall mention a few of the elevator projects abroad, planned and built directly under the Monier patents and designed and calculated by the most prominent engineers in Europe. The elevators at Galatz and Braila I have already mentioned. Professor Herman

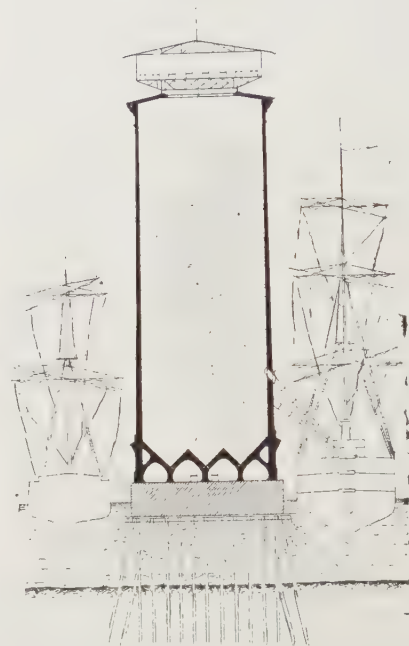


Fig. 4. Grain Storage Plant built on Monier System.

Germany as receptacles for water, gas and liquids. For instance, the city of Charlottenburg, Germany, has constructed a series of reservoirs in its new gas works. They are about 22 ft. in diameter and 10 ft. high. (See Fig. 1.) Two reservoirs containing water, another tar and another ammonia water. They range in thickness of walls from 2 3/8 inches to less than 2 inches, and have remained absolutely water proof since 1893, when they were built.

At the railway station at Dresden,

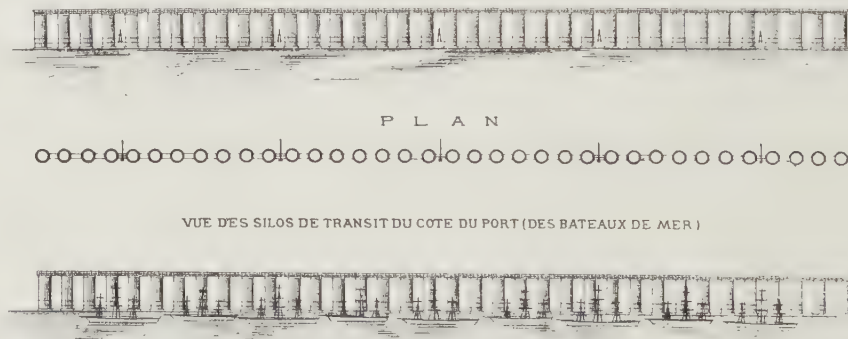


Fig. 3. Construction of Elevators on Monier System.

O. Shlawe of the Ministry of Agriculture of Roumania, under whose supervision these elevators were erected, has since written me expressing his entire satisfaction with the construction, and the excellent qualities of concrete fortified by steel rods and as receptacles

Germany, there is a station water tank 9 ft. in diameter and 9 ft. high, built in Monier construction with 3 1/8 inch thick walls. (Fig. 2.)

The well known German contractor, G. Luther, who, by the way, furnished the machinery for the elevators at Ga-

latz and Braila, wrote a pamphlet in 1889, *La Transformation du Port d'Odessa*, reporting on the best construction for a large grain elevator plant at Odessa, Russia. After comparing the different methods of construction materials, he selected the Monier construction as the most economical, safe and practical solution of the ques-



Fig. 5. Vertical Section of Wall built on Monier System.

tion. In this very clever report which is profusely illustrated, all calculations are carried out to the minute details. Mr. Luther compares wood construction with steel, brick, and finally, as before stated, gives the preference to the Monier construction. He decided to build his tanks 50 ft. in diameter and 140 ft. high. (See Figs. 3 and 4.) The bin walls being about 8 inches thick at the bottom, fortified by two nets of horizontal and vertical steel rods, the meshes being 7 inches square at the bottom and the heaviest rods in construction being $\frac{3}{4}$ inch for horizontal, and 3-8 for the vertical. In Fig. 5 is shown a vertical section.

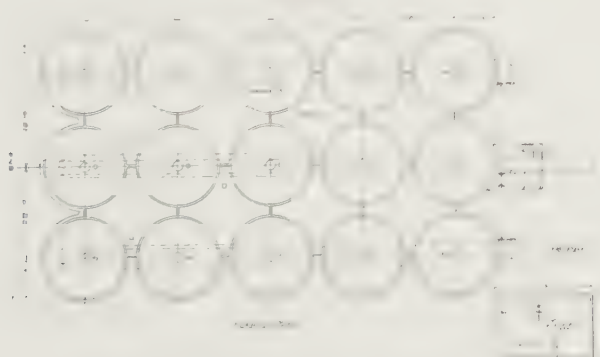


Fig. 6. Plan of Grain Bins built on Monier System.

On the basis of these constructions, many of which have been successfully operated for a number of years, I have made a number of designs for batteries of cylindrical reservoirs, so arranged as to make the entire series of bins one monolithic mass, the skeleton of which is a series of steel wire nets so interlaced as to meet the tension and compression strains produced by filling not only the circular bins with grain, but the spaces between the bins. These designs I have submitted to a number of grain elevator operators throughout the country, and had the construction and arrangement approved, but have always been met

with doubts as to the strength, durability, tightness, absence of cracks etc., all of which doubts have been proved groundless by practical experience abroad. Besides experiments made by the writer in this country have shown that structures erected according to the Monier system have all of these desirable characteristics.

The methods of calculating the thickness of bin walls in the Monier construction are extremely simple, the only question being a somewhat vague idea as to the component of the grain weight contained in a bin, asserting itself on the side of the bin when the grain is in repose and in motion. A German engineer, Mr. Prante, has made very ex-

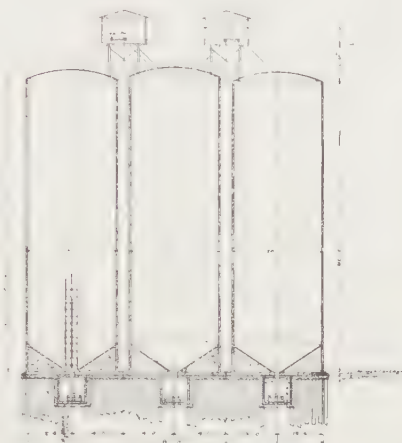


Fig. 7. Cross Section of Grain Storage Plant built on Monier System.

tensive experiments in this connection, and particularly for cylindrical reservoirs. The writer has made some experiments, and so have other American elevator builders, from which I have found that Mr. Prante's diagrams for the pressure on the bin will represent the maximum strains on the walls, and

the scaffold during construction, ladders for entrance to the bins after construction and eventual support for overhead conveyors or other superstructure. The entire construction is so extremely simple, its dimensions so easily de-



Fig. 8. Monier Construction.

termined by simple calculations and the entire construction so practical from an engineering standpoint, that the grain storehouses of the world must soon become constructed accord-



Fig. 9. Monier Construction.

I have made them the basis for my calculations. These calculations have since been submitted to criticism by prominent American engineers, and they have been unanimously approved. As before mentioned, the Monier construction is protected by United States patent, and for the further protection of the same for storage reservoirs and incidental details, applications for other patents have been made by the writer and are now pending.

The views shown in Figs. 6 and 7 practically explain themselves. The center tower consisting of angle irons and bar iron ladders serves the double purpose of center pole for supporting

ing to this system. Progressive elevator men of the twentieth century can afford to build no other.

Before closing I will repeat some of the principal advantages of Monier constructions. They are:

1. Durability—will last centuries.

2. Absolutely fire proof.
3. Maximum carrying capacity, with minimum weight of structure.
4. Resistance against shocks or vibrations.
5. Economy of space.
6. Saving in tie rods and anchor rods.
7. Rapid construction.
8. Cleanliness; absence of organic matter in materials.
9. Cheapness.
10. No expense for maintenance.
11. Absolutely air and water tight.
12. Dryness.
13. Adaptability to all possible forms or shapes.
14. Safety against thieves and enemies.
15. Reduction of insurance.

The photographs show the modus operandi of constructing the first Monier tank put up in Chicago. It was built in six hours, is 6 ft. in diameter, 10 ft. high, 3¾ inch thick walls. The horizontal rods are 3-16 inch in diam-



Fig. 10. Monier Construction.

eter, and the vertical 1-8 inch. It was built three years ago in the yard of the Illinois Steel Company, South Chicago, at which time a series of tests of the construction was executed under the supervision of Mr. L. Holmboe, Engineer of Constructions of the Illinois Steel Co.; L. Gasha, Mechanical Engineer, Illinois Steel Co.; Mr. John Jones, Superintendent Concrete Construction, Illinois Steel Co., and the writer.

As representative of the patentee for Monier construction in the United States, I have a large number of photographs with testimonials and descriptions of the great and varied uses of this system, by the most eminent engineers in Europe, based upon actual experience, which I shall be pleased, at any time, to show to whoever is interested in the matter. The Monier constructions have a great and interesting future, particularly in the United States, where rapid construction with minimum material and cost is always sought, to produce maximum

results. It can be attained only a short time* until constructions under the system of Monier will be fully as common as in Europe. The system is sure to be extended and perfected to meet the requirements of other uses as have other systems brought here from abroad. The great durability of these structures and the fact that the reduction in cost of insurance will pay for them in a few years together with the prevention of suspension of business by being burned out will force the structure for grain storehouses.

REINSPECTING GRAIN BOUGHT ON TRACK.

In addition to the letters published in the last number, we have received the following replies regarding the inspection of grain bought on track:

W. W. Hunter, Chicago: First, I believe a track buyer should have the privilege of a reinspection of grain if, in his judgment, the official inspector's grading was wrong. Second, in my opinion a track buyer, if he demands a reinspection, should do so at once. Third, holding grain for two or more days after it has been inspected, and then calling for a reinspection, I regard as very unfair to the country shipper, and I should look upon such action as uncommercial.

McReynolds & Co., Chicago: We would say that, speaking generally, it would seem to us that the inspection which is made at the time of arrival is the only inspection to settle upon, as equally just to both seller and buyer. It is manifestly unfair to hold grain on track, as the chances are more than equal that the grain will not be benefited by the delay. Car bids, as sent from the central markets, distinctly specify that "all grain missing grade will be applied on contract," etc. A reinspection is therefore an infringement of the terms of the contract.

J. F. Zahm & Co., Toledo, O.: In regular markets inspection is final. Appeals should be made at once. Grain grading differently from sold always fills sales, being applied at market difference, unless shippers instruct otherwise. Most bids so state. Where shippers request us to notify them by wire and await instructions in case their grain grades off we do so, but where not requested we apply on sale at market difference.

Owen & Bro. Co., Milwaukee: In our opinion there is no reason in equity or justice to the shipper in the country why a card buyer in Chicago or Milwaukee should not accept the grain on the day of arrival, on the official inspector's certificate. There is no good reason why grain lying around in the railroad yards, subject to delay on the part of the buyer in unloading, should be at the shipper's risk in regard to deterioration in quality after arrival. If the grain shippers in the country would consign their grain to some responsible commission house to look after properly on arrival, we think that they would receive better treatment.

Warren & Co., Peoria, Ill.: Our custom on grain that we buy on track is to accept the official inspection on day of arrival, unless it should turn out when the grain was unloaded that the car was plugged with inferior stuff that the sampler had not reached with the trier.

We do not see any objection, however, to parties buying the grain asking for a reinspection, if in their opinion an injustice has been done, but it goes without saying that this should be asked for immediately, as the condition of grain might change if left on track any number of days.

Churchill & Company, Chicago, Ill.: The custom here has been long established. While I suppose everyone thinks they could improve it, it is a subject that requires very careful thought and would have to be made plain to all parties before they would consent to a change from our present way of doing. As far as we are individually concerned, we always accept all cars on the official inspection and order them the same day. There have been isolated cases where we have found cars of oats plugged with corn or barley when we got them at the elevator, but with only one exception that I remember of. That time the parties selling the grain were disposed to make it right.



Fig. 11. Monier Construction.

Bassett Grain Co., Indianapolis, Ind.: If the seller has a contract, and all of the terms of said contract are complied with, the buyer could not refuse to accept the grain if it grades contract bought. Your second cannot be answered definitely for this reason, cars very frequently are "plugged" by country shippers. The cars inspect satisfactory and it might be the space of one or two days and even more before the car is switched for unloading and the fact ascertained that the car had been plugged. Then it certainly becomes the buyer's privilege to demand a reinspection without much regard to lapse of time since first inspection. We have always considered it an accommodation on our part to accept off-grade grain at market difference, and we aim to do this where it is merchantable at all. Were it not merchantable we refuse as a matter of course.

Bartlett Commission Co., St. Louis, Mo.: Nearly every track buyer has some specialty in regard to delivery and the interpretation in our case might be wrong in others. For instance, we are

buyers of grain for shipment out, delivered care of some outbound road in East St. Louis, and our rights for reinspection or examination are upon delivery to these roads, although the grain may have been inspected in St. Louis several days before the delivery to these outbound roads was made; but the examination must be made immediately upon placing the cars in position for such examination. This is only made necessary on account of cars being loaded so full and doors boarded to the top on both sides, making it impossible for inspectors or samplers to examine the car thoroughly. When grain is bought for St. Louis or East St. Louis inspection and the cars are loaded so that proper examination can be made, we believe that the reinspection, if any allowed, should be made upon arrival and inspection of the grain.

Rumsey, Lightner & Co., Chicago.: Track bids going out from Chicago daily have two important conditions, viz., "acceptance to reach us by 9:30 a. m. next day," and "cars grading other than grade purchased will be applied on contract at market difference on day of arrival." Custom has also made it a rule that the buyer may examine contents of all cars before accepting them, but he must do this within twenty-four hours after arrival. If the buyer has privilege of calling reinspection, which he undoubtedly has, he must act with due diligence, or he loses any rights he may have had. In other words, the whole essence of the contract is that "the day of arrival" is the day of settlement, and while custom virtually stretches day of arrival to mean within 48 hours, it also means that buyer must give final disposition of cars within 48 hours, and does not give him that time in which to examine and accept.

The Richardson Company, Chicago: Since shippers have always exercised the right of having grain reinspected we do not see why track buyers should not have the same privilege. There are many cases when through an oversight on the part of the inspector, or some other cause, the first inspection is not a fair one, and it seems only just that both parties should have the privilege of a settlement based on the actual contents of the car as nearly as it is possible to ascertain same. It would be very hard to fix a proper time in which the application for reinspection should be made. In ordinary cases when the car is resampled or where it goes directly to the elevator, three days seem a reasonable time; but there are many cases where the car is switched, and when if it is plugged it will not be discovered until it is unloaded, when the cause for reinspection cannot be ascertained within this time, and when it is essential that the grain should be reinspected. Altogether it does not seem as if any time can be fixed, and we are of the opinion that in fairness to the purchaser the right to call reinspection should remain open until the car is unloaded and the exact quality of the contents is ascertained. Under ordinary circumstances when grain does not get out of condition through any delay on the part of the receiver we do not see how any injustice is done to the country shipper, even if reinspection is called a few days after arrival. Of course in cases where grain heats they are placed in a double po-

sition. In the first place they have to protect their own interests in the same way as if they bought from any other Chicago firm; but they are also in some sense the agents of the shipper and in this character they are often called upon to call reinspections in his behalf, therefore there seems to be no reason why they should not call reinspections in their own behalf in their capacity as agents for themselves under the same terms as they call reinspection for grain bought from any commission house. Of course as a matter of fact it is not often that reinspections are called in behalf of the receiver. The vast majority of requests for reinspection being made at the request of the shipper.

THE SUPPLY TRADE

We have received a neat and attractive catalog from The Carl Anderson Co., Chicago, explaining the merits of the "Gus" gas and gasoline engines.

The Huntley Mfg. Co., of Silver Creek, N. Y., will have a line of the Monitor machines on exhibit at the National Export Exposition, to be held at Philadelphia, Sept. 14 to Nov. 30.

The King & Hamilton Co., of Ottawa, Ill., will have an exhibit of their corn shellers and portable grain dump at the Iowa State Fair, Des Moines. J. P. Enlow will have charge of the exhibit.

A full line of the New Process Dustless Cylinder corn shellers, which are manufactured by the Marseilles Mfg. Co., Marseilles, Ill., will be exhibited at the Iowa State Fair, Des Moines. The exhibit will be in charge of T. R. Orr.

A machinery manufacturer writes: We would suggest that you advise all your elevator friends to anticipate their requirements months in advance, as every elevator machinery manufacturer in the country is swamped with work.

The Western Engineering and Construction Co., with offices formerly at 527 Unity Bldg., Chicago, has moved into larger quarters to accommodate their growing business. They are now located at 901-2-3-4 Unity Bldg. This firm has the contract for the construction of the Merritt elevator at South Chicago.

The Cresco Mfg. Co., of Cresco, Iowa, has filed articles of incorporation with the secretary of state, with a capital stock of \$10,000. The incorporators are W. J. Norton, E. J. Williams, Myron Converse, E. O. White, Millard L. Converse, R. J. Woods and William Woelstein. This firm will manufacture and sell the Dewey Seed and Grain Cleaner and Purifier.

The forty-seventh semi-annual report of W. L. Barnum, secretary of the Millers' National Insurance Company of Chicago, shows that company's cash assets to be \$692,929.58, with the aggregate amount of admitted assets \$2,576,138.85. The total liabilities are \$237,296.86, which includes losses adjusted and due, none; losses not due and adjusted, \$25,665.77; re-insurance reserve, \$208,132.86; all other claims against the company, \$3,498.23. The surplus over all liabilities amounted to \$2,338,841.99, which includes a net cash surplus of \$455,632.72, and the deposit notes subject to assessment (net value), \$1,883,209.99. The losses incurred during the first six months of 1899 were \$113,908.10,

and the total amount of losses paid since organization, \$2,809,615.98. This statement shows the company to be in a good condition.

The Barnett & Record Co., elevator builders of Minneapolis, have a number of elevator contracts on hand. Among others are the addition of the Consolidated Elevator at Duluth, a 1,000,000-bushel elevator for the United States Milling Co., at Duluth, a 1,250,000-bushel elevator for F. H. Peavey at Duluth, a 1,300,000-bushel elevator for the Omaha Railroad Co. on Allouez Bay, Superior, a 200,000-bushel elevator for the Bagley Grain Co., at Minneapolis, a 1,500,000-bushel elevator for Bartlett-Frazier & Co., Chicago, and an addition to the malting house of Albert Schwill & Co., in South Chicago. The Chicago construction is under the direct supervision of E. Lee Heidenreich.

A flour mill is operated at Manila, P. I., by an English firm, turning out 50 barrels per day. The wheat is imported from California.

Russian farmers wet their flax to make it weigh more before selling it for export, and still there are people who claim that Russia is only half civilized.

American grains for exhibition at the Paris exposition in 1900 are being collected by M. A. Carleton, grain expert of the division of vegetable physiology and pathology of the Agricultural Department. To each person who signifies his intention to send a sample, a four quart bag for each variety of grain, with directions for shipment, will be sent.

Ex-senator John J. Ingalls has written for the Saturday Evening Post of Philadelphia two valuable papers upon the later career of President Garfield. These articles, written by a man who knew Mr. Garfield in his youth, and afterward saw at close range his public acts, constitute what is perhaps the most dispassionate and judicial estimate of the man ever made. The first of these papers will appear in the Post of August 26.

Chas. D. Snow & Co. write: Some of our southwestern correspondents write us: "Can't ship to Chicago. Home prices better." High wages for harvest hands are proof of farmers' prosperity, and the fact that New York and Boston banks are rediscounting commercial paper in the West at $\frac{1}{2}$ @1 per cent less than eastern rates is proof of the ability of producers to hold their crops for satisfactory prices. "The Man With the Hoe" has the "bulge" on the consumers this year, surely.

The method of compiling the government crop report has been described by the Washington correspondent of the Minneapolis Journal. The department has three entirely distinct corps of correspondents. Each state has a principal correspondent, whose report is transmitted direct to the statistician and remains sealed until the 10th of each month. Each county has a principal correspondent who sends in his report to the department, which makes up the totals of groups and states. Lastly is a corps of 44,000 township correspondents, who report direct to the department. From these and other sources the statistician calculates the percentages. It is remarkable how clearly the various reports agree, often being the same and rarely more than three or four points different.

JAMES W. SALE.

The new president of the National Hay Association, elected at Detroit, August 10, is a Hoosier and a grain man as well as a hay man, being the junior member of Studebaker, Sale & Co., of Bluffton, Ind.

James W. Sale has been connected with the business for 24 years, as errand boy, bookkeeper and confidential clerk in turn, until 1886, when a copartnership was formed between himself, John and David E. Studebaker, since which time he has been the active manager of their large and growing business.

A zealous member of the National Hay Association since its second year; he has served in capacity of director or member of one of the important committees for the past three years. He has also been a member of the Grain Dealers' National Association since its organization.

By personal effort alone he succeeded in getting the grain dealers of western Ohio and eastern Indiana to the number of nearly 100 in an agreement three years ago to stop loaning grain bags, and it has been faithfully adhered to ever since. He believes in organization for mutual good, and is greatly attached to both National Hay Dealers' and Grain Dealers National Association. He is also an ardent advocate for an Indiana Grain Dealers' Association, auxiliary to the National Association.

In his speech of acceptance at Detroit, he asked the members to join him in a pledge to increase the membership of the National Hay Association to 1,000 during the year to come (about double what it is now). The pledge was freely taken by the members present, and the goal bids fair to be reached before the Baltimore meeting.

Sauer & Co.'s grain warehouses at Hull, Eng., were burned July 29, causing \$500,000 loss.

A reduction of 3.4 per cent in the hay acreage is reported by John Hyde, government statistician.

The number of stamps, stamped envelopes and postal cards issued by the Postoffice Department in the fiscal year ended June 30 was 5,162,020,525, valued at \$92,659,167—an increase of 552,701,555 in number and \$8,466,720 in value compared with the previous fiscal year.

Ware & Leland write: Should a big demand for rye come from Russia, as there did eight years ago, and it certainly will if their crops are as short as reported, December rye could easily double its price, as there is no stock of rye anywhere, and only a small crop was raised this year.

E. W. Burdick says the receipts of new wheat at Chicago one day recently, cleaning house inspections excluded, were 26 cars, against 60 a year ago. Ten cars of No. 2 red were inspected from cleaning houses, but none from the country. Is the cleaning machinery in country elevators worn out, or are shippers doing a scoop business?

Prof. F. N. Webster, of the Ohio experiment station, has issued a bulletin showing how the ravages of the Hessian fly may be avoided by delaying the seeding of wheat until after the fly has deposited its eggs. In Northern Ohio seeding should be done after September 10, and in the extreme southern portion after October 10. The same rules apply to the same latitudes in Indiana and Illinois.

NATIONAL HAY CONVENTION.

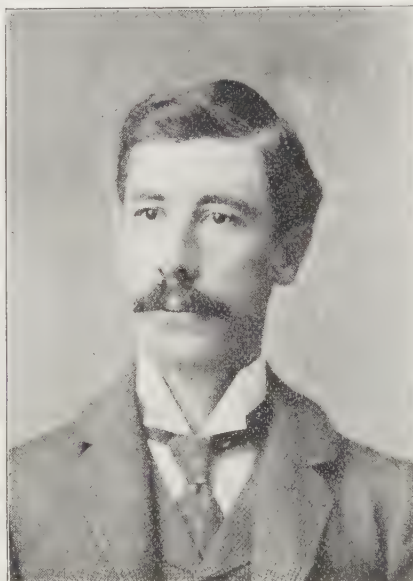
(Continued.)

Thursday morning the meeting was called to order and it was moved and carried that the election of officers of the association hereafter be held on the second day of the convention instead of the last day as heretofore.

It was moved and carried that the various terminals adopting the Standard Grades of Hay as fixed by the association should include among their delegates their chief hay inspector.

The following names were submitted by the Nominating Committee as officers for the ensuing year and were unanimously elected:

President, J. W. Sale, Bluffton, Ind.; First Vice President, John D. Carscalen, Jersey City, N. J.; Second Vice President, Peter Keil, Pittsburg; Secretary and Treasurer, F. F. Collins, Cincinnati. Directors, Geo. S. Bridge, chairman, Chicago; Geo. N. Reinhardt, New York; James W. Dye, St. Louis;



President James W. Sale, Bluffton, Ind.

E. L. Rogers, Philadelphia; Jno. A. Brubaker, Kansas City; H. Lee Early, Cincinnati; Jas. R. Guild, Medaryville, Ind.; E. Kirwan, Baltimore; A. E. Clutter, Lima, O.; Geo. C. Warren, Saginaw, Mich.; W. H. Benedict, New Orleans.

It was moved and carried that the secretary and treasurer be allowed \$300 per year for his services.

The new officers of the association were installed and each thanked the association for the honor conferred.

The committee on place reported their choice for meeting place for 1900 to be Baltimore. This was affirmed by the association.

It was moved and carried that Mr. Clifton, the retiring president and F. F. Collins, the secretary and treasurer, be made honorary members of the association for the efficient work done during the last year.

A vote of thanks was tendered to J. L. Dexter, the mayor, Board of Trade, Rev. Collins, Hiram Walker & Son, and the citizens of Detroit for the hearty welcome extended to the association.

The association then adjourned sine die.

CONVENTION NOTES.

A very enthusiastic meeting.

Everyone enjoyed the visit to Walkerville.

Every one had good luck. Each wore a rabbit's foot.

Rev. John Smith, of Picker & Beardsley, was there.

F. W. Rundell represented W. A. Rundell & Co., of Toledo.

Seventy-three dealers joined the association during the convention.

The Baltimore delegation assured the members a large time next year.

Daniel P. Byrne & Co., of St. Louis, were represented by W. H. Karns.

The two Collinses were there. It was hard to tell which was the most popular.

The newsies all sold papers containing full account of the "Hay Seeds Convention."

If the association had an office of "Chief Orator" Collins would surely be unanimously elected.

The badges were all very pretty, especially the Baltimore badge, from which was hung an oyster shell.

The value of the hay crop any ordinary year is twice that of the wheat crop in this country.—D. W. Clifton, St. Louis.

The administration of President Clifton of St. Louis was remarkably successful and fully 150 new members were added.

John L. Dexter received the thanks of all those present for the efficient manner in which he entertained the association.

W. A. McCaffrey, of the well known firm of Daniel McCaffreys Sons, was in attendance and made the acquaintance of many new shippers.

Pittsburg sent a large delegation. They made their headquarters in the gentlemen's parlor and served punch and Pittsburg stogies continuously. The room was decorated with large banners on which were printed the names of the various industries which makes Pittsburg famous.

The following delegations were in attendance:

Kansas City: E. R. Boynton, A. Brubaker.

Washington, D. C.: H. P. Pillsbury, E. T. Simpson.

Cincinnati: F. F. Collins, H. Lee Early, J. H. Hermes.

Detroit: John L. Dexter, J. H. Mitchell, J. B. Roe, A. G. Ellair, J. S. Lapham.

Chicago: W. R. Mumford, E. W. Fisher, George S. Bridge, W. J. Doyle, R. H. Peterson, Mr. Moorehead.

St. Louis: W. H. Karns, T. R. Ballard, D. W. Clifton, W. B. Harrison, Erich Picker, Robert S. Nelson, Jas. W. Dye.

New York: L. C. Hebbard, Alexander F. Fisher, F. F. Finch, Geo. N. Reinhardt, Wm. H. Curley, E. A. Dillenbeck.

Pittsburg: W. A. McCaffrey, Chas. W. Culp, Robt. Thorne, Peter Keil, W. S. Floyd, Mr. Henderson, Mr. Martin, J. A. A. Seidel.

Baltimore: A. A. Kuhl, J. A. Loane, W. G. Bishop, M. J. Brown, Chas. England, Harry C. Jones, Mr. Kirwan, Mr. Sinton, William Hopps.

Among those present were: C. A. Augustpurger, Berne, Ind.; H. W. Benedict, New Orleans; S. T. Beveridge, Richmond, Va.; A. Bradshaw, Saginaw, Mich.; J. Potter Clark, Hazleton, Pa.;

John D. Carscallen, Jersey City; L. W. Dewey, Blanchester, O.; B. F. French, Attica, N. Y.; F. T. Gafney, Adrain, Mich.; Percy R. Hynson, Columbus; J. A. Heath, Lenox, Mich.; L. A. Henning, Butler, Indiana; John Kerwin, Brooklyn; C. D. Kingman, Neoga, Ill.; Raymond P. Lipe, Bryan, O.; Robert S. McCarthy, Brooklyn; W. E. Moulton, Alexander, N. Y.; Dan A. Mossman, Huntington, West Va.; C. E. Nichols, Lowell, Ind.; Mr. Price, Hazleton, Pa.; F. W. Rundell, Toledo; E. L. Rogers, Philadelphia; J. W. Sale, Bluffton, Ind.; Otto A. Skeen, Mt. Vernon, O.; J. Simonds, Hillsdale, Mich.; H. A. Stevenson, Kenton, O.; Jos. Timmons, Kenton, O.; F. D. Voris, Neoga, Ill.

J. CARVER STRONG.

BOOKS RECEIVED.

PROFITS IN POULTRY is the name of a profusely illustrated, cloth bound book of 350 pages, treating of the useful and ornamental breeds of poultry and their profitable management. It contains 38 chapters, dealing with as many subjects. Among the subjects treated are: Poultry Raising, Convenient and Good Poultry House, Poultry House Conveniences, Natural Incubation, Artificial Incubation, Preparing for Market, Eggs for Market, Caponizing—How It Is Done, Poultry Keeping as a Business, Hints About Management, Diseases of Poultry, Parasites, Feeding for Growth and Feeding for Eggs. Other chapters treat of the various breeds, and some are given to turkeys, geese and ducks. Copies may be had by addressing Orange Judd Co., New York. Price, \$1.00.

INJURIOUS INSECTS and COMMON FARM PESTS is the title of a valuable report of the observation made by Eleanor A. Ormerod, F. R. Met. Soc., with descriptions of methods of Prevention and Remedy. It treats of a number of injurious insects, among those especially noted for the injuries they do to grain being the Angoumois Moth, Corn Saw Fly, Migratory Locust, Mediterranean Mill Moth, Granary Weevil, Rice Weevil and Hay Mite. Miss Ormerod has given her life to the study of injurious insects and is recognized as authority throughout the world. The report of her observations for 1897 is published by Simpkin, Marshall, Hamilton, Kent & Co., Limited, London. It contains 160 pages 8 vo. Bound in paper, price 18d.

REPORT OF THE MISSOURI STATE BOARD OF AGRICULTURE. The 31st annual report of the Missouri State Board of Agriculture has been received. It is illustrated with the portraits of breeders of fancy stock and contains the report of the Secretary, reports of papers read at Farmers' Institutes bearing on agricultural subjects, report of the annual meeting of the Missouri Road Improvement Association, Missouri Improved Live-Stock Breeders' Association, Missouri Horse Breeders, the Missouri Swine Breeders' Association, Missouri Poultry Association and report of agricultural and live stock exhibit at Omaha.

POINTS ON POULTRY RAISING and Marketing and Information for Breeders and Shippers of Poultry are the titles of two very interesting booklets

published by P. H. Sprague, of the Sprague Commission Company, Chicago. Copies can be had for the asking.

SOME FEATURES OF THE GUS ENGINE.

In gas engines as usually constructed the exhaust or relief valve is operated every alternate revolution by the use of gear wheels of which there are a great many varieties. One of the objections made by some to this method is that whenever the engine is taken apart to be cleaned or repaired it requires a person of experience to put it together again in perfect order.

In placing the "Gus" Gas and Gasoline Engine on the market the manufacturer, the Carl Anderson Company, of Chicago, has been able through long experience and careful study in this line, to overcome completely this difficulty. The exhaust valve of this engine is operated automatically by a very neat and simple contrivance consisting only

templates, are interchangeable and all parts subject to wear are made of the best tool and tempered steel. There are no intricate parts, as everything is in plain view, making it very easy to take apart and put together again. This engine can be run with illuminating gas, natural gas or gasoline.

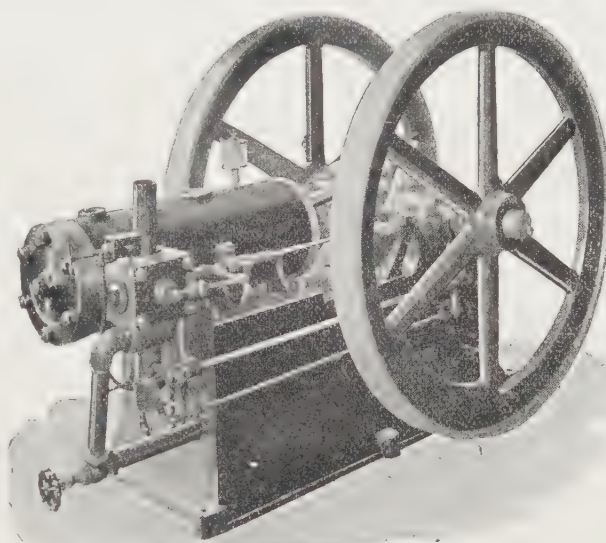
FROM LATE LETTERS.

J. Frank Bending, Battle Ground, Ind., August 24: The corn prospect is splendid.

L. C. Butler, Arion, Ia.: Please let my adv. stay, as I am getting new inquiries every day.

J. A. Yates, Logan, Ia., August 24: Our small grain has been damaged some by rains while in shock. The corn is maturing rapidly and is going to be the largest ever raised if we get no frost for 30 days.

L. C. Butler, Arion, Ia., August 24: Wheat is not turning out over 10 bushels to the acre; farmers had counted on



The Gus Gas and Gasoline Engine.

of a tool steel cam and roller. This cam is keyed onto the main shaft and it is absolutely impossible to get the valve out of order in any manner whatever.

Another feature of this engine is the mechanism contained in its new improved graduation governor which is so constructed as to cause an impulse regularly, varying the charge and mixture according to the load. This causes a very steady motion and from an economical standpoint is said to be superior. This engine has but one valve chest and two valves which are of the poppet style, and they are so ingeniously arranged that they will never gum nor burn out. The heat and back pressure is instantly relieved by a double exhaust port and the exhaust valve is cooled by a constant draught of cold air passing over it.

In regard to safety, it is claimed that no matter how careless a person may be with this engine the outcome will never result in any damage ordinance whatever. The gasoline supply tank is placed outside of the building, in the ground when convenient, and is so arranged that whenever the engine is stopped all gasoline runs back to the tank.

All parts of the engine are made to

18 to 20. Oats are heavy, but dark in color. Corn is doing well, nothing but early frost will hurt it.

Wheat receipts at nine primary markets for the eight weeks ending August 21, as compiled by the Cincinnati Price Current, have been 36,971,000 bushels, against 18,775,000 in 1898 and 29,727,000 in 1897. For the week receipts were 3,292,000 bushels, against 3,727,000 for the previous week, 3,895,000 in 1898 and 5,632,000 in 1897.

The Canadian government has set aside \$2,000 with which to procure testimony regarding the alleged discrimination of the Canadian railways in favor of the Standard Oil Co.

Exports of breadstuffs during the seven months ending with July, as reported by O. P. Austin, chief of the bureau of statistics, included 60,545,000 bushels of wheat, 107,310,000 corn, 17,590,000 oats, 3,811,000 rye, and 2,284,000 barley; against wheat, 69,735,000, corn 133,414,000, oats 36,805,000, rye 9,993,000, and barley 3,266,000 bushels, during the corresponding months of 1898. The total value of all breadstuffs exported during the seven months was \$142,063,000, against \$182,818,000 for the corresponding period of 1898.

GRAIN TRADE NEWS.

CANADA.

The Elgin Elevator Co. has been incorporated at Boissevain, Man.

The Cartwright Farmers' Elevator Co. has been incorporated at Cartwright, Man.

A branch of the Canadian Pacific is being built from McGregor, Man., 55 miles in length.

The Fort William grain shovelers struck recently for an increase from 15 to 20 cents an hour.

W. W. Ogilvie will build a 500,000-bushel elevator and 7-story brick mill at Fort William, Ont.

Fire at Inwood, Ont., August 9, destroyed the grain elevator and warehouse of W. T. Fuller. Loss, \$2,000; partly insured.

The estimate of the government that 6,000 men would be required to harvest the crops of Manitoba has been increased to 8,000.

S. A. McGaw, N. Bawlf, D. S. McBean, S. Spink and Stephen Nairn have been appointed grain examiners by the Winnipeg Board of Trade.

Brady, Love & Tyron, of Winnipeg, Man., have finished the construction of five elevators on the Belmont extension of the Northern Pacific.

The warehouse operated in connection with Body & Noakes linseed oil mills at Winnipeg, Man., was badly damaged by fire. Loss, \$13,000; insured.

The Canadian grain trade is disgusted with the decision of the Government to withdraw the proposed subsidy of \$250,000 for the building of a grain elevator at Montreal.

The Winnipeg Board of Trade has adopted the report of the grain committee that samples of grain of not less than one pound be sold at a price of 5 cents each to all wishing them, and in bulk at \$1 per bushel.

The Winnipeg Board of Trade has requested the inland revenue department to reconstruct the western grain standards board so that only persons resident west of Lake Superior be included in its membership.

Work on the extensions of the Canadian Pacific in Manitoba is rapidly progressing. The Snow Lake line will be completed about September 1, the Waskada line by September 15, and the Pipestone line as far as Carlyle by November 10.

An association including nearly all the elevator operators of Manitoba has been completed. All the principal firms are members. The officers are: President, William Martin, of the Northern Elevator Co.; vice president, Robert Muir; secretary and treasurer, J. A. Thompson; executive committee, R. Martin, John Love and S. A. McGaw.

The prospects of oats have brightened since our last report, fine as they were then reported by us. A number of fields in different parts of this province and Eastern Ontario have been cut and garnered in excellent condition, and those threshed have turned out a good yield, heavy in weight, and bright color.—Trade Bulletin, Montreal, Aug. 18.

The Ontario department of agriculture has issued its estimates of the crop

yield in the province for 1899. Fall wheat—An area of 1,049,691 acres has been harvested, yielding 14,201,314 bushels, or an average of 13.5 bushels per acre; the yield is an abnormal low one. Spring wheat—Average, 398,726, yielding 7,087,977 bushels, an average of 17.8 bushels per acre. Barley—490,374 acres gave 14,622,922 bushels, or 29.8 bushels per acre. The 2,363,778 acres of oats have yielded 89,542,162 bushels, being an average of 37.9 bushels per acre. There were 137,824 acres of rye, yielding 2,271,383 bushels, an average of 16.5 bushels per acre.

W. W. Ogilvie, Winnipeg, Man., August 14: I have been about all over the southern part of Manitoba, and although I have seen every crop that has been grown in Manitoba since 1887, I have no hesitation in saying that the present one is the finest of them all. I saw, in fact, many fields that will average 40 bushels to the acre. There are 1,600,000 acres under wheat in the province, and 400,000 acres more in the territories, which at 20 bushels to the acre will give the splendid yield of 40,000,000, and if they have three weeks of fine weather the outlook is that the yield per acre will average 25 bushels for Manitoba and the Northwest Territories.

ILLINOIS.

Grain trade news items are always welcome.

Young & Halley are building a grain elevator at Shirland, Ill.

Mr. West will remove his elevator from Etherly to Victoria, Ill.

Mr. Probasco has completed a large addition to his elevator at Covell, Ill.

A. H. Penney has bought the grain business and elevator of F. A. Dalby at Marengo, Ill.

W. H. Kiernan, of Galesburg, has purchased the elevator at Gilson, Ill., of Jay J. Pickerel.

Orville Fuller of Lafayette, Ind., has the contract for the erection of an elevator at Rankin, Ill.

Taylor Bros., of Emington, Ill., have laid the foundation for the large addition to their elevator.

The McReynolds Elevator Co., of Chicago, has reduced its capital stock from \$300,000 to \$180,000.

A car of oats containing 2,000 bushels was shipped recently by the Hasenwinkle Grain Co., Hudson, Ill.

Robert Irvine, the veteran grain dealer of Apple River, Ill., has severed his connection with Opie Bros.

J. G. Durning, of Aledo, Ill., has bought the elevator of the Durning & Marquis Co., at that place.

W. H. Merritt & Co., of Chicago, have purchased a site for their new elevator on the Calumet river.

A grain elevator is to be built and operated at Princeton, Ill., by farmers' company with \$5,000 capital.

Navigation of the Calumet river, Chicago, is impeded by the collapse of the bridge at Ninety-fifth street.

W. C. Darnell and M. M. Spence have leased from the Crescent Grain Co. the elevator at McLean and Covell, Ill.

The Neola Elevator Co., of Chicago, contemplates buying a site on which to erect an elevator at Lewistown, Ill.

Frank Warner, of Osman, has purchased the half interest of J. C. Wheeler in the grain business at Fisher, Ill.

The elevator at Wright's Switch on the P., D. & E. near Mattoon, Ill., was burned with a large quantity of grain.

J. C. Madden, late of Bondville, has purchased for \$4,500 the elevator and dwelling of Morris & Hale at Del Rey, Ill.

At Leeds, Ill., O. B. Wheeler is installing a complete outfit of the Weller Manufacturing Co.'s elevator machinery.

The Weller Manufacturing Co. has sold a complete outfit of elevator machinery to H. W. Allen, of Brockport, N. Y.

The machinery for Bucholz & Spellmeyer's elevator at Melvin, Ill., is being supplied by the Weller Manufacturing Co.

A. D. Derrough and B. F. Swartz, of Urbana, Ill., have formed a partnership to deal in grain, and will later build an elevator.

J. S. Cameron, of Elliott, Ill., is equipping his elevator with a complete outfit of machinery supplied by the Weller Manufacturing Co.

The elevator which the C. & N. W. Railway is building at La Fox, Ill., is being equipped with the Weller Manufacturing Co.'s machinery.

Henry Linebarger has returned to Bloomington from Ellwood, Ill., where he superintended the construction of the Crescent Grain Co.'s new elevator.

J. T. Cuppy, of Centralia, has purchased the business of J. E. Simons, for many years a grain dealer at Posey, Ill. The consideration was \$1,550.

Southworth & Pool, of Rochelle, Ill., have installed a patent car loader at their elevator. With this machine they loaded three cars with oats in 28 minutes.

Trickle & Co., of Rantoul, Ill., on one day recently bought of three persons 71,000 bushels of corn on track to be shipped to the Middle Division Elevator Co., New Orleans.

Arthur Dumont, formerly with the Middle Division Elevator Co., of Chicago, Ill., has accepted a position with C. A. Burks & Co., of Decatur, Ill., in the capacity of buyer.

Navigation of the Calumet will be possible for larger vessels next season. The Fort Wayne Railroad will replace its bridge, which has a 60-foot draw, with one 80 feet wide.

Lowell Hoyt & Co., of Chicago, inform us that they have succeeded C. A. Davies & Co., grain and hay commission dealers, Charles A. Davies retiring on account of ill health.

The contractors on the Streator and Clinton branch of the Indiana, Illinois & Iowa railway, now under construction, have been obliged to raise wages to \$2 a day to secure workmen.

E. H. Stephani, Marissa, Ill., August 15: We are receiving a good supply of wheat just now. Wheat is good in general, although the fly-weevil is again playing havoc with it in the stack.

Shepherd Bros., of El Paso, Ill., who recently sold their elevator to the Hasenwinkle Grain Co., are considering the feasibility of building an elevator on the T. P. & W., three miles east.

The Bagley-Rang Co. has been incorporated at Chicago, Ill., to do a general

commission business. Capital stock, \$25,000; incorporators, Elmer E. Bagley, Eugene A. Rang and Henry Rang, Jr.

N. A. Mansfield, formerly in the grain business at Tuscola and Harristown, Ill., has purchased and will operate the elevator of Moore Bros. & Delaney at Niantic, Ill. The consideration was \$8,700.

J. T. Rawleigh & Co. have been incorporated at Chicago to deal in grain, hay, feed and fuel. Capital stock, \$15,000; incorporators, James T. Rawleigh, James H. Rawleigh and Juliette Rawleigh.

Patten & Beverage, who recently bought the elevator of Thos. Mercer, at Somonauk, Ill., are building another house at the same point, using a complete outfit of machinery made by the Weller Manufacturing Co.

Henry Kobel was suffocated August 11 in the American Malting Co.'s plant at Chicago. He descended a bin to clear away an obstruction. By mistake he opened the door of the chute and was overwhelmed by the outpour of grain.

The Iowa Elevator, Chicago, which is being overhauled and made into a cleaning elevator, will be equipped with Day Dust Collectors. Sweep-ups will be placed at frequent intervals and dust drawn from each cleaner and clipper.

Preliminary to the erection of several grain elevators the Chicago Junction Railway will expend \$1,000,000 in the improvement of the Calumet River at Ninety-eighth street, so that large steam vessels 500 feet long can turn in the river.

The many friends of H. A. Foss, the Chicago Board of Trade weighmaster, who has been in New Mexico the last five months for his health, will be pleased to know he has improved rapidly of late and expects to return about Sept. 1. He will stop at Denver on his way back.

The sub-committee on agriculture of the industrial commission began its work with a secret session in Chicago, at which John Hill, Jr., was the principal witness. The evidence presented by Mr. Hill will be used as the foundation for a thorough investigation of the evils of the grain trade.

Seven indictments which have been pending nearly four years against John Condon, Harry Perry, Sam Dahl, Charles, alias "Social," Smith, Jerry Driscoll, William Sheridan, and George Harris, accused of keeping tape machines and bucketshops, were quashed recently by Judge Brentano at Chicago because the construction of the indictments was shown to be faulty. In addition to this the statutory limitation had expired and the witnesses for the prosecution could not be found.

The many friends of H. B. Horton, assistant secretary of the Millers National Insurance Co., Chicago, will be grieved to learn of a painful accident which befell him about 5 P. M. Aug. 15. He was run down on La Salle street by a grocer's delivery wagon and one of the bones of his ankle broken. Although 72 years of age Mr. Horton has attended regularly to business. At one time he was engaged in the buying and shipping of grain at Mansfield, Ohio, and he relates many interesting tales regarding the grain trade methods of the 40's.

What will probably be the largest

grain drier in the world is being constructed for the Chicago Railway Terminal Elevator Co. Its capacity will be 25,000 bushels per ten hours. The drier will be in four compartments, inclosed in substantial brick housing covering a ground space 33x65 feet, and 60 feet high. An independent engine will be a part of the plant, permitting operation day and night without using the machinery of the main elevator adjoining. Special elevating legs will be erected to carry grain to and from the drier. One compartment of the drier will be ready for use in October. The drier will be constructed of metal throughout. The Hess Pneumatic System is employed, the same as that first adopted by the same company on its introduction in 1897. This second and largest contract is the natural result of the profitable and satisfactory operation of the first machine. The Hess drier is an established factor in the cleaning house and has come to stay.

INDIANA.

C. W. Mouch will build an elevator at New Castle, Ind.

W. H. Robinson & Co. are preparing to erect an elevator at Clinton, Ind.

Jessup & Wheeler, of Bloomingdale, Ind., have purchased a warehouse.

The Greensburg Grain Elevator Co. has been formed at Greensburg, Ind.

Readers will confer a favor by reporting the grain trade news of their vicinity.

An elevator bin at Martinsville, Ind., gave way recently, throwing 6,000 bushels of wheat to the ground.

William Clark, of Riley, Ind., has handled more grain so far this season than for a number of years past.

Henry Schulenberg, of Covington, has purchased the elevator at Kingman, Ind., and will place an agent in charge.

James Murphy's grain elevator at Glenwood, Ind., was burned on the night of August 14, together with 35,000 bushels of wheat. Loss, \$25,000, partially insured.

F. K. Swan, Wadena, Ind., August 17: We have a nice crop and the prospect for a corn crop was never better. Threshing is very nearly ended, with the exception of some stack grain.

Robert Shatto, a youth of 17, employed in Griffith's elevator at Columbus, Ind., while at work in a hopper bin became submerged in the wheat which was being emptied, and was suffocated.

Cloyd Marshall, of John B. Ross & Co., whose elevator at Brookston, Ind., was burned recently, was in Chicago a few days ago to dispose of the damaged grain and to procure plans for the new elevator.

The complete returns to the Indiana bureau of statistics show that 3,427,577 acres of wheat were sown last fall, and of this 397,644 acres were plowed up. The acreage of corn was 3,837,959; oats 999,100, rye 12,938, barley 12,758, flax 1,283, and buckwheat 3,524.

IOWA.

The Huntting Elevator Co. has completed an elevator at Bassett, Ia.

Lamp & Putzlin of Mapleton, Ia., are doubling the size of their elevator.

Leslie Snyder of Stanford will engage in the grain business at New Hampton, Ia.

Reed, Harris & Co., are building an

addition to their elevator at Garner, Ia.

J. R. Smith & Son, of Lamoni, Ia., are negotiating the purchase of an elevator.

W. C. Titus of Garfield, Ia. will engage in the grain and farm machinery business.

Trebel & Stoner of O'Neil, Ia., are rebuilding the office and scale at their elevator.

An elevator costing \$3,000 is being built at Rockford, Ia., by the Farmers Exchange Co.

H. C. Light has bought the interest of his partner in the grain and coal business at Brooklyn, Ia.

The new elevator at Modale, Ia., will be in charge of L. C. Wilhoite, with Rube Martin as manager.

Codner & Lee have leased the elevator of J. W. Carden at New London, Ia., and expect to do a general grain business.

L. M. Kaiser, grain dealer of Niota, Ia., has been offered inducements to move the Potowonok Elevator to that place.

Snapp, Reid & Co., of Carson, Ia., have purchased the elevator of the South Branch Grain & Elevator Co. at that place.

E. J. Keenan, agent at Osage, Ia., for a grain company of Winona, Minn., has mysteriously disappeared. His accounts are straight.

Baxter & Fye, Mt. Union, Ia., August 15: Oats almost all threshed. Corn looks well; but a good deal of late planting will take a late frost to mature.

J. A. Cunningham, Washington, Ia., writes: The yield of oats in this section is a disappointment to the farmers, the yield being from 25 to 40 bushels per acre.

J. H. Schmid of Holstein, Ia., has purchased the elevator of George Thomas at Kirkman, Ia., which was advertised in the "For Sale" column of the Grain Dealers Journal.

Baxter & Fye of Mt. Union, Ia., inform us that Beck & McClurkin of Morning Sun expect to erect a new elevator on the site of the one recently destroyed by fire at Marsh, Ia.

Leake & Sons have purchased the elevator at Ross, Ia., making three which they own and operate. W. J. Leake manages the one at Manning and W. S. Leake the Halbur house.

A line of houses along the Mason City & Fort Dodge Railroad has been purchased by the St. Paul & Kansas City Grain Co. of Minneapolis, Minn. Some new houses will also be built.

Terwilliger & Dwight of Rock Valley, Ia., have increased their line of elevators by the purchase of two houses at Fairview, S. D., and Westfield, Ia. Extensive improvements will be made at Westfield.

J. A. Cunningham, of Havre, Ia., is building an addition to his elevator, 20x24 feet and 24 feet high. He is the only dealer at Havre. Blair & Eckerman have been out of business for more than one year.

Reuben Follett, a 10-year old lad, was playing in the elevator at Dewar, Ia., when the chute was opened. He was drawn down in the corn and smothered to death. It is better to keep children out of elevators.

Fire at Donnellson, Ia., August 11, destroyed the elevator of Meinhardt & Mattern, together with 300 bushels of timothy and clover seed. Loss on building, \$5,000; insurance, \$2,800. Insurance on grain, \$500.

The Mickelwait & Young Co. has been incorporated at Macedonia, Ia., by Ralph Mickelwait and the widow of Richard Mickelwait. Capital stock, \$20,000. The firm has been in the business at Macedonia for 20 years.

J. R. Sage, director of the Iowa weather service, in his bulletin for the week ending August 22 says: The conditions were especially favorable for maturing early planted corn, that has made a rank growth and needs no more moisture than is contained in the soil and stalks. The late planted corn, however, would be benefited by more copious rainfall and may suffer material damage by continued drouth and hot winds. Excellent progress has been made in threshing and securing wheat and oats; but there is a considerable amount of grain still in the shock, awaiting the threshers. Pasturage is being shortened in many localities from effects of dry weather, but it is better than usual for the month of August.

KANSAS.

Send us notices of new elevators, new firms and business changes.

Barring frost, Kansas will have more corn this season than it can take care of.

W. W. Price, formerly deputy grain inspector at Atchison, is building an elevator at Huron, Kan.

M. G. Heald, of Lancaster, informs us that N. B. Hieatt, of Willis, Kan., is improving his elevator quite extensively.

It is said that Chief Grain Inspector McKenzie will prefer charges against Homer Galloway, weighmaster at Topeka.

W. H. Alexander, G. B. Sanford and John Kelly have formed a partnership at Munden, Kan., to buy grain. They will build an elevator.

The Thorstenberg Grain Company, of Lindsborg, Kan., has purchased Charles Bradshaw's lease of the Keepert elevator, retaining Mr. Bradshaw as manager.

The Grain Dealers Association of Southwest Kansas held its regular monthly meeting at Harper August 18, thirty-five being present. The meeting closed with a banquet.

All the machinery for the 500,000-bushel elevator which the Harroun Elevator Company is building at Elwood, Kan., will be supplied by the Weller Manufacturing Company.

B. F. Cary, Freeport, Kan.: Is there no way to stop the railroads from giving unequal rates? If not, the small shipper must go to the wall. I am disgusted with all grain associations.

H. J. Lane, of Blue Rapids, Kan., informs us that the partnership between H. J. Lane and Brodnax & McLiney, known as the Blue Rapids Grain & Live Stock Company, has been dissolved by mutual consent, Mr. Lane continuing the business.

H. J. Lane, Blue Rapids, Kan., August 9: We are having fine corn weather. Threshing is the business of the day. Oats are good quality and making from 30 to 50 bushels per acre. Wheat not nearly as good as expected; average quality poor.

MICHIGAN.

An elevator is to be built at Burlington, Mich.

J. W. Rising, grain dealer of Pittsford, Mich., has purchased a warehouse.

Arthur Bigger has bought the elevator of Henry Streeter at Raymond, Mich.

William Hamner, of Montrose, Mich., has enlarged his elevator with an addition 24x30 feet.

F. B. Nims & Co., composed of F. B. Nims, G. Hofstater and E. E. Lucas, is the new firm which has taken possession of both elevators at Lake Odessa, Mich.

Charles Norton alleges that discrimination by the railroads is ruining the grain trade of Detroit. Receipts of grain are very light compared to what they were ten years ago.

A local newspaper says an explosion in the air chamber of the gas engine at Hurd's elevator at Monroe, Mich., blew off the door of the tool box. Earl Kull had his right foot badly injured.

The Detroit Board of Trade has appointed a supervisor of weights for each of the elevators. The fee is 15 cents per car. For a total charge of 50 cents a car shippers will receive an official certificate of weight and grade.

MINNESOTA.

If you buy a grain elevator let us know of it.

A farmers' elevator is to be built at Graceville, Minn.

James Sullivan has reopened his elevator at Shakopee, Minn.

A new corps of weighmasters has been appointed for the Duluth district.

Edward O'Connor is building a 20,000-bushel elevator at Minnesota Falls, Minn.

A. E. Anderson has repaired and will himself operate the elevator at Whalan, Minn.

Leonard Stromswold has the contract to build the farmers' elevator at Madison, Minn.

Peter Theisen has resigned as buyer for the O'Neil Elevator Co., at Zumbro Falls, Minn.

B. L. Hogle, of Stewart, will have charge of the Peavey elevator at Lafayette, Minn.

Maas & Co., of Mazeppa, Minn., are putting in an 8-h. p. gasoline engine at their elevator.

The Duluth grain board of appeals has taken quarters at 519 Board of Trade building.

Follett Bros., of Sherburne, Minn., will build an elevator on the Northwestern at Triumph.

George A. Stead & Co., of Stewart, Minn., have changed their flat house into an elevator.

Mr. McBride, agent at Bellingham, Minn., for the Northwestern Elevator Co., has resigned.

T. C. Cole has purchased a half interest in the elevator at Canby, Minn., with Nels Hanson.

A 25,000-bushel elevator is being built at Felton, Minn., by the McHugh & Gardner Elevator Co.

The American Grain Co. is said to be erecting elevators at Biglow and Sioux Falls Junction, Minn.

Mr. Bundy, of Huron, will succeed W. F. Parker as agent of the Winona Elevator Co., at Tracy, Minn.

Mr. Quirk will put in new scales, dump and gasoline engine at his elevator at Madison Lake, Minn.

E. D. Chase has the contract to erect the 10,000-bushel elevator at Elysian, Minn., for C. O. & J. F. Gallagan.

J. E. Duncan, of Claremont, has accepted the position of buyer at Morgan, Minn., for the Minnesota Elevator Co.

T. S. Christie, of Bellingham, has taken charge of an elevator at Lowery, Minn., for the Woodworth Grain Co.

The Cambridge cut-off of the Great Northern Railway has been placed in operation. It extends 56 miles from Coon Creek to Brook Park, Minn.

Fire caused by lightning destroyed the elevator operated by F. H. Peavey & Co., on the C. M. & St. P. at Wheaton, Minn., August 17. Loss, \$4,000.

The Geo. C. Bagley Elevator Co., of Minneapolis, will build an elevator, 74 x 95, costing \$45,000. The general contract has been awarded to the Barnett & Record Co.

Owing to the high price of lumber and the scarcity of labor in the Northwest the United States Flour Milling Co. has abandoned its intention of building a number of elevators.

The craze for dairy farming and creameries in some parts of Minnesota, which was at its height a few years ago, has run its course, and the farmers are going back to wheat growing.

A dozen independent elevator men from the vicinity of Crookston, Minn., visited Duluth recently as the guests of the Ames-Brooks Co., to inspect the terminal facilities and grain inspection department.

Foss & Wright have sold their warehouses at Brownton and Sumter, Minn. L. W. Calkins purchased the Brownton warehouse and will retain Mr. Foss as manager. C. W. Calkins bought and will operate the house at Sumter.

The Winter & Ames Co. has been incorporated at Minneapolis, Minn., to do a grain commission business. Capital stock, \$50,000; incorporators, T. G. Winter, S. M. Passmore, A. E. Martin, Minneapolis, and C. W. Ames, St. Paul.

The Van Dusen-Harrington Co. received the first two cars of new wheat August 17 at Duluth, Minn. One car graded No. 3 spring, the grains being small and shriveled. The other was No. 1 northern in every respect, and sold for 72 cents.

As the guests of Vice President Miller of the Great Northern Railroad a party of grain men and millers recently made a 12-days' tour of the wheat districts of North and South Dakota in a special train of three cars. Their impression is that the crop will be smaller than last year.

H. V. Jones, of the Minneapolis Journal, estimates the area of wheat in Minnesota this year at 6,000,000 acres and the yield at 93,000,000 bushels. Last year the acreage was the same, but the yield was 102,000,000 bushels. Hot weather late in July injured the quality of one-half the crop.

The National Elevator Co., of Minneapolis, Minn., has been incorporated under the laws of West Virginia. Capital stock, \$200,000; incorporators, C. M. Harrington, F. C. Van Dusen, G. F. Ewe, J. S. Mathewson, M. McCormick, all of Minneapolis. The new company will succeed the old National as the operator of 42 country elevators on the Great Northern and C. M. & St. P. Mr. McCormick will be retained as manager.

The annual meeting of the Grain Dealers' Indemnity Co. was held at Winona, Minn., August 18. The following were chosen members of the advisory committee: E. D. Dyar, Western Grain Co.; J. R. Marfield, Marfield Elevator Co.; R. E. Tearse, Interstate Elevator Co.; J. D. Jones, American Malting Co.; S. Y. Hyde, S. Y. Hyde Elevator Co.; and A. G. Moritz, Atlas Elevator Co. At the meeting of the advisory com-

mittee the following officers were elected for the ensuing year: Chairman, E. D. Dyar; secretary, H. G. Smith, treasurer, J. R. Marfield.

George W. Porter, the pioneer grain dealer, has sold his controlling interests in the Atlantic Elevator Co., of Minneapolis, and the Empire Elevator Co., of Minneapolis. The 64 elevators of the Atlantic Co., all on the Soo road, will be operated by the purchaser, the Geo. C. Bagley Elevator Co., of Minneapolis. The 50 houses of the Empire Co. are located in South Dakota along the C., M. & St. P. railway, and will be operated in connection with the Shoreham elevator at Minneapolis by the McMillan & Osborne Elevator Co., John D. McMillan and E. N. Osborne, of LaCrosse, Wis., having purchased the interests of Mr. Porter.

Rules have been adopted by the new Minnesota board of appeals. Applications for appeal shall be made in writing on a blank form provided for that purpose, in the office of the chief deputy inspector. The chief deputy inspector is authorized to charge and collect from the appellant in cases of appeal on track, in carload lots, the sum of \$1 per carload in all cases where the grade or dockage established by the reinspection is in no wise changed, but if any change is made therein, no charge will be made. When an appeal is taken on grain within the elevator in running stream, the charge for the same will be \$1 per lot of 1,000 bushels or less, and at the rate of \$1 per 1,000 bushels for any amount in excess of 1,000 bushels; this change to be made and collected regardless of the results of such appeal.

MISSOURI.

J. W. Birge is proprietor of the Hargis Elevator at Blairstown, Mo.

Freman & Hinsen, grain dealers at Kansas City, Mo., have succeeded Revis & Hinsen.

The institution of a freight bureau has been considered by the Kansas City Board of Trade.

The B. F. Revis Grain Co. has been formed at Kansas City, Mo., by B. F. Revis, late of Revis & Hinsen.

M. W. Hunt, superintendent for the Kelley Milling Co., of Kansas City, Mo., was in Chicago recently and reported the company's new 250,000 bushel elevator completed and running. It is modern in every respect. The machinery was supplied by the Great Western Mfg. Co.

At a meeting recently in the St. Louis Merchants' Exchange, Traffic Manager A. J. Vanlandingham stated that there was a discrimination against St. Louis in southeast grain rates of 3 to 5½ cents in favor of Kansas City, Memphis, Louisville, Cairo and Ohio River points.

Elevator men at St. Louis have been competing for cash wheat, as the premium for distant futures offered a handsome carrying charge. The Farmers and Advance elevator companies, in their eagerness to get the grain, worked up the price of cash wheat from a discount of 2 cents under September to only ¾ cent.

A committee of Kansas City business men visited Chicago recently to confer with the Southeastern Mississippi Valley Freight Association with a view to having the alleged discrimination against their city removed. An arbitrary of 1 cent is exacted on grain stopped at Kansas City. On July 1 the milling

in transit privilege was withdrawn. The committee accomplished nothing.

Central Elevator B will be placed in operation by the bondholders' committee of the St. Louis Consolidated Elevator Co. H. C. Haarstick, trustee of the St. Louis Elevator, has offered it for sale. The president of the company has been instructed to reopen the Union Elevator at East St. Louis. Judge Withrow has appointed Peyton T. Carr trustee for the bondholders to succeed Julius S. Walsh, who resigned.

NEBRASKA.

The elevator at Leigh, Neb., is being enlarged.

Hubbell Bros.' new elevator at Lincoln, Neb., has been completed.

The Holmquist Elevator Company will build an elevator at Tekamah, Neb.

Mr. Irland has succeeded Irland & Calkin, grain dealers at Weeping Water, Neb.

William Hutchison, of Edholm, Neb., has enlarged his elevator with a bin of 2,000 bushels capacity.

The Westbrook Grain Co., of South Omaha, Neb., has purchased the Sackett elevator at Albion, Neb.

Arthur Rushford, feed dealer of South Omaha, Neb., will build a 30,000-bushel elevator, equipped with a feed mill.

The T. W. Smith Grain Company has been organized at McCool, Neb., to operate ten leased elevators on the Kansas City & Omaha railroad.

On the Rock Island, near Lincoln, Neb., are four new elevators operated by J. F. Hays at Rokeby, Hoyle Bros. at Martel, James Candy at Havelock, and S. T. James at Prairie Home.

NEW ENGLAND.

The grain elevator and mill of Charles S. Barber, at Bernardston, Mass., together with 4,000 bushels of grain, were recently burned.

L. Vaughn, of Davisville, R. I., writes: I have met with a loss by fire; but have got on my pins again and am building up. I have just stored 7 car lots and 3 more are due, so I am in the market again.

The H. C. Puffer Co., recently incorporated, has succeeded H. C. Puffer & Co., grain dealers of Springfield, Mass. H. C. Puffer is president and treasurer; J. C. McVeigh, clerk and vice president, and J. H. Beals, clerk. Mr. Puffer will manage the business. Mr. Beals will have charge of the grain elevator and Mr. McVeigh will look after the retail department. The elevator will be equipped with a mill for grinding feed and corn.

Edward P. Merrill, grain broker, Portland, Me., writes, August 19: The trade are waiting for lower prices on flour and mill feed. We want uniform freight traffic charges under like conditions without preference or exception to any person. Does our great interstate commerce commission exert a particle of influence in any direction? Is there any more effective way to destroy business than by a frequent changing of railroad tariff rates?

NEW YORK.

Berry & Green, grain dealers of Binghamton, N. Y., recently suffered \$2,000 loss by fire and water.

The old Wells Elevator at Buffalo was damaged by fire August 15. The machinery has stood idle for years.

Owners of canal elevators at Buffalo, N. Y., are trying to devise some scheme to get returns from their investment. To shut out canal houses the pool elevators this season have been elevating canal grain free of charge.

NORTHWEST.

An elevator is to be erected at Bow Falls, N. D.

J. A. Dillman is building an elevator at Reville, S. D.

North Dakota farmers are paying harvest hands \$2.50 a day.

Send us notices of new elevators, new firms and business changes.

Winnor & Torgersen have purchased the Robertson elevator at Elkton, S. D.

The Minnesota & Western Grain Co. is building an elevator at Galesburg, N. D.

Isaak & Sprecher have purchased the elevator of Owen & Perry at Eureka, S. D.

Agnew, Thompson & Mears are building an elevator at Bancroft, Clark Co., S. D.

Frank Schumacher and John Suhr are building a 10,000-bushel warehouse at Eureka, S. D.

Stienkopy & Brown, of Hector, Minn., are building a 30,000-bushel elevator at Sisseton, S. D., the sixth in the town.

L. Kingery, Parker, S. D., informs us that the Farmers' Warehouse Co., of Humboldt, S. D., is building an elevator.

At Lidgerwood, N. D., a 25,000-bushel elevator will be erected by the Movius Elevator Co., consisting of W. R., E. A. and J. H. Movius.

D. W. Bremer of Cedar Lake has purchased the elevator at Palmer, S. D., of the Farmers' Elevator Co., which failed to make a success.

Extensive repairs are being made at the State Elevator Co.'s plant, Portland, N. D. M. W. Bready, of Aneta, will buy wheat for the company.

Francis B. Clark, general traffic manager of the Great Northern Railroad, says that the wheat crop of the northwest will be a disappointment both as to yield and grade.

The Farmers Grain & Coal Co., of Monroe, S. D., is erecting a 1,500-bushel elevator. The machinery will be furnished by Skillin & Richards through their general agent, L. Kingery, of Parker, S. D.

H. V. Jones, of the Minneapolis Journal, estimates the wheat crop of North Dakota at 67,500,000 bushels, and of South Dakota at 36,300,000 bushels, compared with 80,000,000 in North Dakota and 42,000,000 in South Dakota last year. While the area was larger than last fall the yield per acre was less.

The South Dakota weekly crop bulletin for the week ending August 14 states that the wheat and oat harvest is nearing completion in the southeast and most central counties, and well advanced in most northern counties. Where the late wheat was not fully ripe recent rains have improved the quality. Except temporary interruptions from rains, harvest has progressed steadily, and the crop has been well secured except where, in some southeastern counties, crinkled and lodged straws made progress slow, and may necessitate much threshing from shock. Some threshing from shock has already been done in that section. Reports indicate that in some counties the quality of wheat may be better, on the whole, than was anticipated at the close of the preceding week. The condition of and

prospect for flax is about the same as last week, except that local rains have been beneficial to the late sown. Some fields have been harvested in scattered central and southern localities, and fair to good yield and quality is indicated.

OHIO.

The Ohio Grain Dealers Association will hold a meeting at Columbus Sept. 19.

Grant Sheller of Lewisburg will take charge of an elevator at Ohio City, O., recently purchased by himself and L. Disher.

All losses on the C. H. & D. Elevator at Toledo, O., have been adjusted. A dredge was employed to recover the wheat from the bottom of the river.

The cob carrier at Marfield's elevator, Chillicothe, O., caught fire August 16. The carrier burned rapidly, but the fire was extinguished without damage to the elevator.

No bids were made when the Canal Elevator & Warehouse at Cincinnati was offered for auction. It is said the appraisal was too high. Another sale will be held.

William B. Gallagher of Buffalo, N. Y., has purchased of Sneath & Cunningham the contents of their burned elevator at Green Springs, O., amounting to 14,000 bushels of winter wheat.

Ohio dealers should arouse themselves and make it a point to go to Columbus Sept. 19 and help to relieve the trade of the many impositions which incubate it. If necessary regular dealers should close their elevators for a day and attend.

Clean your wheat if you have the facilities. If you haven't, it will pay you to buy a cleaner. A good many cars of wheat would be grading better if shipper had handled the wheat properly when it came in. Some shippers do not handle their wheat as they should. They put poor and good wheat together, don't clean it, but simply dump it into the car any old way, and then kick if it does not grade No. 2 Red. One of our Ohio friends, who has shipped us on an average three cars of wheat every day for a month, has only had one car grade below No. 2, and nearly all of his wheat has graded No. 2 Red straight. He says that he handles all his wheat carefully, cleans it when it needs it, keeps the good wheat separated from the bad, and finds no trouble about the inspection.—Zahm's Circular.

PACIFIC COAST.

The Spokane Grain & Milling Co. has been incorporated at Spokane, Wash.

Grain bags have again advanced in price to 7½ cents at San Francisco.

At Post Falls, Ida., the Cable Milling Co. is building a 15,000-bushel elevator.

Berkeley & Lathrop have engaged in the grain commission business at Pendleton, Oregon.

E. G. Dehm has purchased the grain and hay business of Markham & Allen, at San Diego, Cal.

Heavy rains in the midst of harvest have damaged the wheat crop in Oregon and Washington.

S. Sweeney, of Spaulding, Ida., is taking down his grain warehouse and will erect another elsewhere.

L. W. Carson, of Garfield, Wash., is building a 40,000-bushel grain elevator in connection with his flour mill.

B. G. Hines and M. Kauffman have formed a partnership to deal in grain

at Govan, Wash., where they are building a warehouse.

F. M. Campbell, grain dealer of Rosalia, Wash., has been appointed receiver of the Hamilton-Rourke warehouses at Colfax.

F. M. Martin has leased the large warehouse of the Northern Pacific Railway at Cheney, Wash., for the grain and hay business.

Aaron Kuhn, of Colfax, Wash., made one sale recently of 80,000 bushels of wheat to Balfour, Guthrie & Co., of Portland. Mr. Kuhn afterward bought 20,000 bushels at 41 cents in the warehouse.

H. E. Palmerton, of Pullman, Wash., for the past year traveling manager of the Tacoma Grain Co., has formed a partnership with Edward Harvey, of Rosalia, a capitalist and farmer, as Palmerton & Harvey, to handle grain in the Palouse country.

The Orondo Shipping Co., of Wenatchee, has purchased the warehouse of Newland Bros. at Lamona and the warehouse of Yarwood Bros. at Mohler. The company some time ago purchased the warehouses of Yarwood Bros. and Green & Crowell at Harrington, Wash.

A. G. McAdie, director of the California weather bureau, in his bulletin for the week ending August 14, says that harvesting and threshing are nearly completed, and enormous quantities of grain are being stored in warehouses. Conditions have been exceedingly favorable for the ripening of hops, corn and other crops.

PENNSYLVANIA.

W. F. H. Garber, of New Bloomfield, will build an elevator at Duncannon, Pa.

The grain elevator of Levi Brandt, at Harrisburg, Pa., was damaged by fire August 16.

L. G. Graff & Son, grain commission dealers, of Philadelphia, Pa., received the first car of the new crop of oats in the Philadelphia market. The oats were grown in Pennsylvania, graded No. 3 white, and sold for 25 cents a bushel.

SOUTHEAST.

M. B. Neely, of Neely & Duncan, grain dealers and millers of Pulaski, Tenn., is dead.

R. B. Floyd's grain elevator at Alexandria, Tenn., was partially unroofed recently by high winds.

The condition of cotton as reported August 10 by John Hyde, statistician of the department of agriculture, was 88 in Virginia, 83 in North Carolina and 78 in South Carolina.

The elevator and mill at Pulaski, Tenn., operated by C. A. Duncan & Co., and owned by the estate of M. B. Neely and C. A. Duncan, was burned August 15. Partially insured.

SOUTHWEST.

A grain elevator and mill will be built at Windsor, Colo., by J. K. Mullen.

An elevator costing \$5,000 will be built at Braman, Okla., by Hunter Bros., of Wellington, Kan.

M. Barnes-Austin and W. J. Collins have formed a partnership to conduct a grain and hay business at Leadville, Colo.

The Farmers Grain & Implement Co. has been incorporated at Norman, Okla. Capital, \$10,000; incorporators, T. B.

Kelly, president; E. M. Norman, secretary, and B. F. Hughes, treasurer.

John Hyde, statistician of the department of agriculture, in his report issued August 10, gives the condition of cotton as 87 in Texas, 86 in Arkansas, 86 in Missouri, 80 in Oklahoma and 93 in Indian Territory.

Elevator B at Kingfisher, Okla., built in 1897 by J. & N. Jones at a cost of \$7,000, and operated by J. C. Robb, was destroyed August 11, by a fire originating in the engine room. Of 22,000 bushels of wheat in store, 4,000 were owned by farmers. Loss, \$18,000; insurance, \$9,500. As no water was thrown, one-half the grain will be saved in good condition. The elevator at once will be rebuilt.

TEXAS.

Bondies & Crawford's hay warehouse at Forney, Texas, was burned August 1.

The Texas & New Orleans has surveyed 25 miles of road from Cedar to Athens, Texas.

A 500,000-bushel elevator is to be built at Sabine, Texas, by the Sabine & Northern Railroad.

The four elevators and mill of the Collin County Milling & Elevator Co., at McKinney, Texas, were burned August 18. The heat destroyed three steel tanks containing a large quantity of wheat. Loss, \$100,000.

Success has rewarded the efforts of C. F. Gribble and E. H. Crenshaw, the transportation committee of the Texas Grain Dealers Association, to obtain a reduced rate on oats in order to move the new crop. The railroads agreed to put in a 15 cent rate on the condition that the state railroad commission would not use it as a lever to reduce rates within the state. Messrs. Gribble and Crenshaw thereupon called upon the Commission, which on their representations granted their request, Judge Storey saying that the Commission did not object to the 15 cent rate, nor would it consider the said rate as a basis upon which to reduce the rate on oats within Texas.

WISCONSIN.

The elevator at Stoddard, Wis., was wrecked by a windstorm recently.

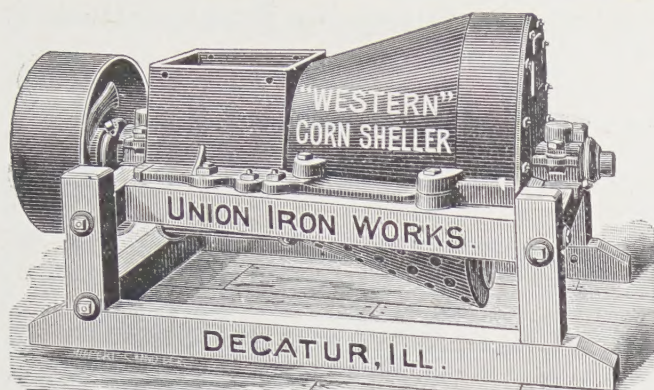
J. C. Farrell & Co. are erecting a grain elevator and potato warehouse at Big Falls, Wis., 30x80 feet.

The Northern Grain Co., of Manitowoc, Wis., is equipping its elevator with a 1,000-bushel grain cooler and drier built by John S. Metcalf & Co.

Sylvester and Joseph Duquaine, of Coleman, Wis., are building a 20,000-bushel elevator with a feed grinding mill in connection. Victor Kaye, of Luxemburg, will have charge of the plant.

The Millers' Mutual Insurance Co., of Chicago, which paid a loss of \$3,000 on the Globe elevator at Hartland, Wis., is trying to recover the money on the ground that the loss was misrepresented. H. J. and J. C. Baumann, president and secretary of the company, were recently examined by Court Commissioner Ryan.

The acreage of buckwheat increased .7 per cent as compared with last year, according to the government report of August 10. The average condition is 6 points higher than at the corresponding date last year.



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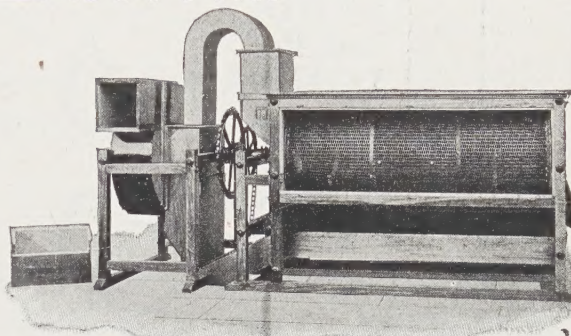
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Absolutely prevents mixing of grain at elevator head. Under absolute control of operator. For information address the inventor, **D. H. CRAMER,** Grand Island, Neb., or to the sole manufacturers, **Webster Mfg. Co.,** 1075 W. Fifteenth St., Chicago.

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Of all kinds, Inks, Pads, Stencils,
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**THEN YOU
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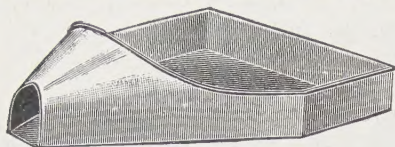
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For Examining Samples of Grain and Seeds.



Made of Aluminum. The Lightest Pan made, will not Rust or Tarnish, always stays Bright.

Grain Size, $2\frac{1}{4} \times 12 \times 16\frac{1}{2}$ ins. \$1.25

Seed Size, $1\frac{1}{2} \times 9 \times 11$ ins. 1.00

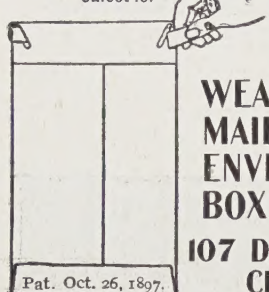
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Pat. Oct. 26, 1897.

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No. 375, size 10 by 12 $\frac{1}{2}$, 400 pages, ruled with twelve blank squares to a page for figuring each load. \$1.50.

No. 385, Record of Cars Shipped, size $9\frac{1}{2}$ by 12, 160 pages, ruled to show complete record of each car. \$1.50.

We also carry complete line of Ledgers, Journals, Day Books, Scale Books, etc. Printing of every description. Sample leaves of books furnished.

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STEWART'S INTERNATIONAL CODE. By means of which any number from 1 to 1,000,000 can be expressed by a single word of not more than ten letters. 25 cents.

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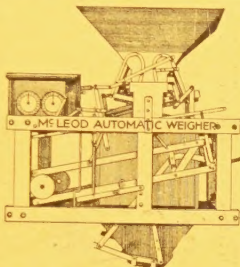
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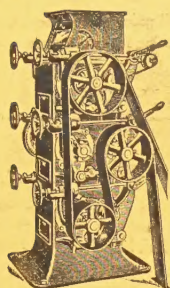
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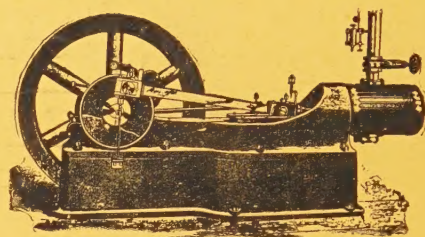
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